

IND

MODEL CAR *Science*

MAY 1970

IN THIS ISSUE:

**"BRICK" BUILDS A
"TYCOPRO
ROADRACER"**

**RACE REPORT -
USRA/ARCO
ROAD RACE**

**HOBBY SHOW
REPORT - WHAT'S
NEW FOR '70**



**EMMONS
S-T-R-E-T-C-H-E-D
AMT FUNNY CAR**

(See page 34)



"BOSSTANG"
(See page 20)

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MAY, 1970

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TABLE OF CONTENTS

MODEL MAIL	4
Our readers write.	
QUESTION SESSION	6
Brick Price solves your problems.	
THE AMERICAN COLLECTOR	10
Dave Sinclair, on miniature cars.	
SMALL STUFF	12
The wonderful world of 1/87 scale.	
"CHEAP" THRILLS	16
Hop up your Tycopro — inexpensively!	
BOSSTANG	20
Revell's latest "funny" goes one piece!	
MODEL OF THE MONTH	23
Our readers display their finest models.	
THE TRUCK STOP	26
A new feature for "super scale" builders!	
SNOW HOGGER	31
Revell's Empi buggy takes to the snow.	
FABULOUS FUNNY	34
Don Emmons stretches AMT's Corvette.	
USRA/ARCO ROAD RACE	40
The first big '70 Southern California race.	
HAPPY VALLEY HAULER	44
Doty's at it again — this one's easy!	
BIGGEST CONTEST EVER	48
MPC's Detroit spectacular.	
MCS LOOKS AT THE BIG CARS	54
Look — and learn!	
HERE COMES BRONSON	58
A 1/8 scale version of the famous TV bike.	



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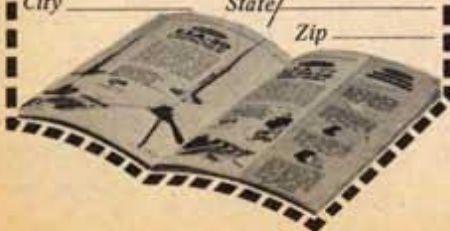
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MODEL MAIL

NOW JUST A DARN MINUTE!

Hey, hold on there! After reading your February issue, I see the pressure is on to cut 1/24 slot racing from you mag! According to the guy who wrote in, nobody wants 1/24, and everybody is going 1/32 or HO!

Maybe that's *his* situation, but down here where the *serious* slot racers congregate, we all stick to 1/24 scale. Hardly a soul drives 1/32 or HO. Sure, a few tracks have closed down, but the better ones stay open. Consequently, they're the ones who get the better business!

Let's keep on producing good articles about *all* phases of model car racing, huh? You know, "Justice and equality for all" thinking. Maybe we 1/24 racers don't write in too often, but who knows, we may be the "silent majority."

Marvin Lee, Jr.
Los Angeles, Calif.

The 1/24 scale faction has been heard and recognized.

NEW TECHNIQUE

I have a technique for painting plastic to look like wood (for cars like MPC's Popcorn Wagon, Woodies, etc.). Simply do as follows:

- 1) Spray with tan paint (I use Pactra's)
- 2) When dry, brush paint with slightly thinned brown in an uneven distribution to look like wood grain.

The finished paint job looks very realistic and greatly improves the model's appearance.

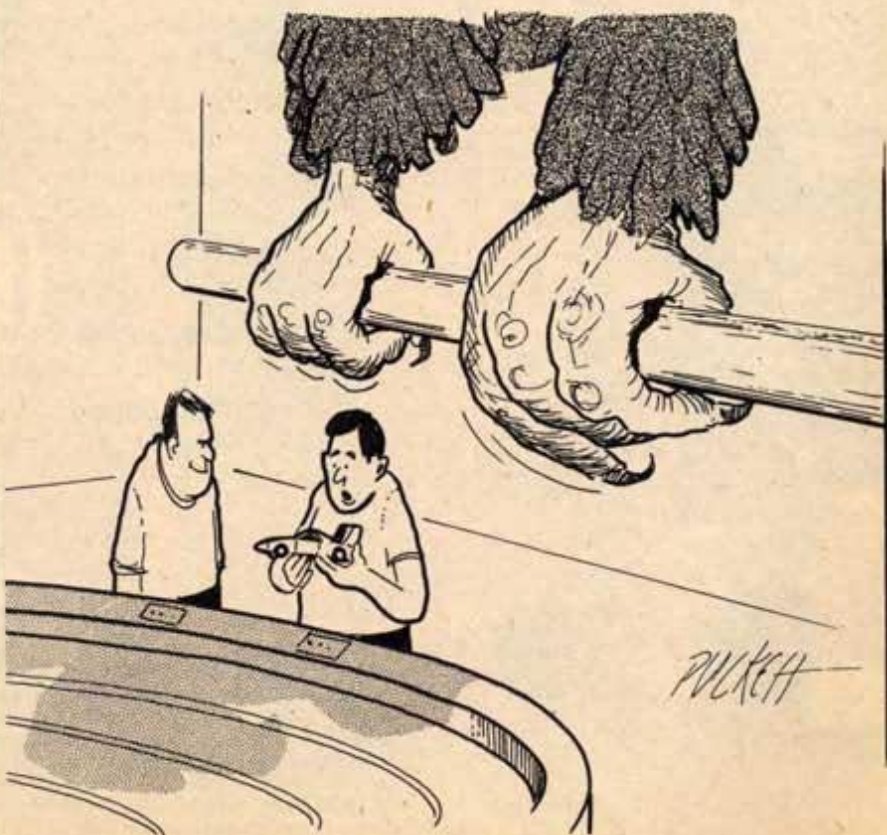
Vince Macek
Ypsilanti, Mich.

ANOTHER TIP

On cars that have bodies held on by pins (slot cars) the body usually cracks when the car crashes. I've solved the problem this way: Cut a vac-u-form plastic sheet to the size of the cracked area. Put a thin coat of glue on the plastic and press it onto the body. Let dry. Repeat for each side. Works great on all clear plastic bodies!

Bill Ferguson
Watertown, Mass.

Thanks for the tips, fellas. If any of you other readers have useful bits of information, pass them along.



"But you said you had two super birds!"

WHAT COLOR?

I'm building a 1920 Bugatti GT which I may enter in your Model of the Month contest. I'm just stuck on one important thing — painting! I don't know what color to use. Did Bugatti have a racing color? If not, what would you suggest?

Neil Gross
Montreal, Canada

Bugatti was a Frenchman, and painted his cars a rich, medium shade of blue, a cross between a "sky blue" and "midnight blue."

WANTS HO CHARTS

I greatly enjoyed your article on the new Tycopro cars (March issue), but I was disappointed not to find charts or figures, comparing these new cars with their competitors. Although I trust your judgement, I'd still like to see figures such as these, and I'm sure others would, too.

Ed Barnes
Elkhart, Ind.

Coming right up, Ed. In the June issue, we're planning to have a lulu of an HO scale story — comparing all the various makes in direct performance runs. You'll find charts galore. Stand by!

TIRE TRACTION — FREE

Here's a free tip for fellow HO scale drag racers. When you're using AJ's silicone slicks, lick your finger and rub on the wheel, thus getting the wheel very wet. Then place your car on the track and make one or two "burn-outs" such as real dragsters. This will dry the wheels, somewhat, but still leave them just a bit damp. Then you're ready to go, because the dampness will give you so much traction you won't believe it!

Mike Davis
Atlanta, Ga.

Thanks, Mike. Try it, guys; it works.

A REAL BUFF!

Thanks for warming the cockles of my (somewhat greasy) heart. Ah, that 275-GT/B article in the April issue of MCS was really a gas, man! Fact is, I almost bought one of these fantastic machines last year, but I settled on a one-of-a-kind 250 Scaglietti California, the SWB kind you so frequently see in books on the Ferraris of the Fifties. But the 275-GT/B that really got me was a "Yellow Fly" — yellow car. Man, what a great car!

Several (probably unavoidable)

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errors in the Ferrari story, though. The dash should be finished as the seats are, in leather (except the wood part). The wheels should be roughened, and painted flat metal. The power dome is very inaccurate, and should be re-worked to a very gentle slope in the forward part, blending softly with the forward part of the hood. Most 275-GT/B's I've seen do not have door handles, just a chrome hook-shaped piece behind the doorlock: "Pinin Farina" a.) doesn't, as a human being, exist. When he did, his name was Pininfarina; b.) only designs cars such as the 275-GT/B, as these were racing-street GT cars, and for the special lightweight bodies, the chassis — Ferrari makes only engines, gearboxes, differentials or, sometimes, transaxles — is sent to Scaglietti, the coach-builders who make all racing bodies, as well; and c.) Pininfarina does most certainly not "seem to reign supreme" as regards Ferrari bodies: check out some of the Bertone, Neri, Dragoni, and Vignale (particularly the 1952 Mexicos) bodies sometime. Pininfarina finally did almost all Ferraris because of friendship and reliability, not because of aesthetic sensibilities.

Well, this is a pretty long letter for you to print, but I hope your more avid readers will get to Tanner's Ferrari and Fitzgerald & Merritt's Ferrari: the sports and gran turismo cars, to find (if they are in the 16-18 year old bracket) that there was once upon a time a marque called Ferrari that only Maserati — with Moss or

Fangio driving — could beat: that once, long before Porsche and Ford were competitors, some ferocious red cars with the numerals sort of casually slopped on, ruled the roost in sports cars. And perhaps those really interested will contact the Ferrari Club of America (at 18525 Poplar Ave., Dept. MCS, Homewood, Ill., 60430) about becoming a member. And then will perhaps be sooo interested that he'll pick up a 166, or a 250 GTO or a 275 GTS or a... who knows? I used to read you years ago, and that's the route I followed!

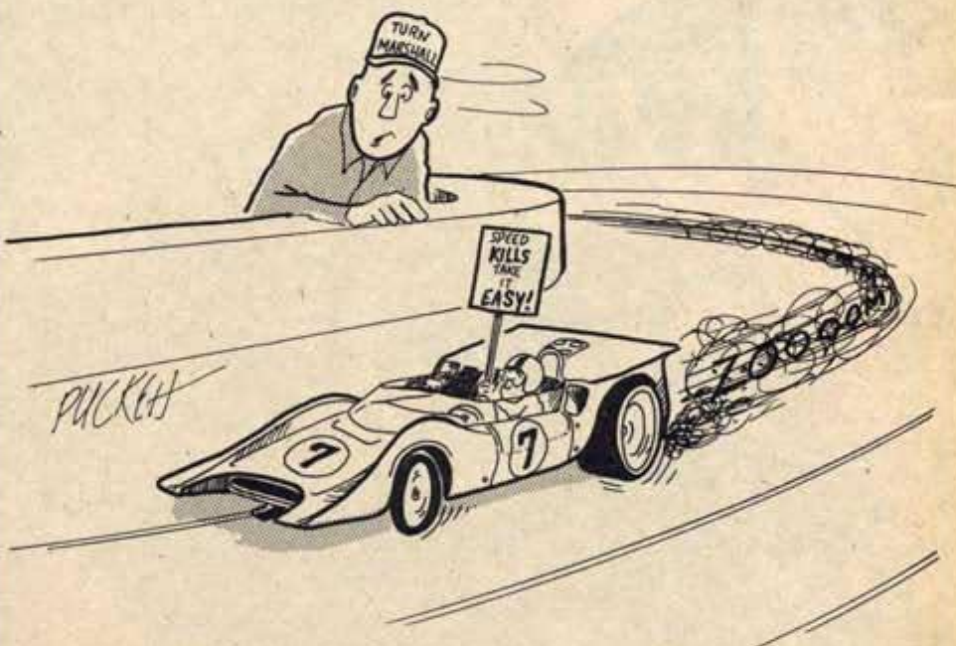
S. Untermyer, III
Sonora 11, dep. 102
Col. Roma
Mexico 7, DF Mexico

Thanks for the long, and very interesting letter, Mr. Untermyer. We're sure there are other Ferrari followers in our ranks, and they'll put your information to good use.

NEAT & EASY!

Your idea of "How to Build Drag Chutes" in a recent issue was good, but you sure complicated it! All you really need is some paper about the weight of sketching paper. Put it inside a small bowl and cover it with about five coats of Elmer's glue, or any similar white glue. Then paint it. That's all there is to it!

Jeff Ruddock
Los Altos Hills, Calif.
Sonofagun! Thanks for the tip,
Jeff!

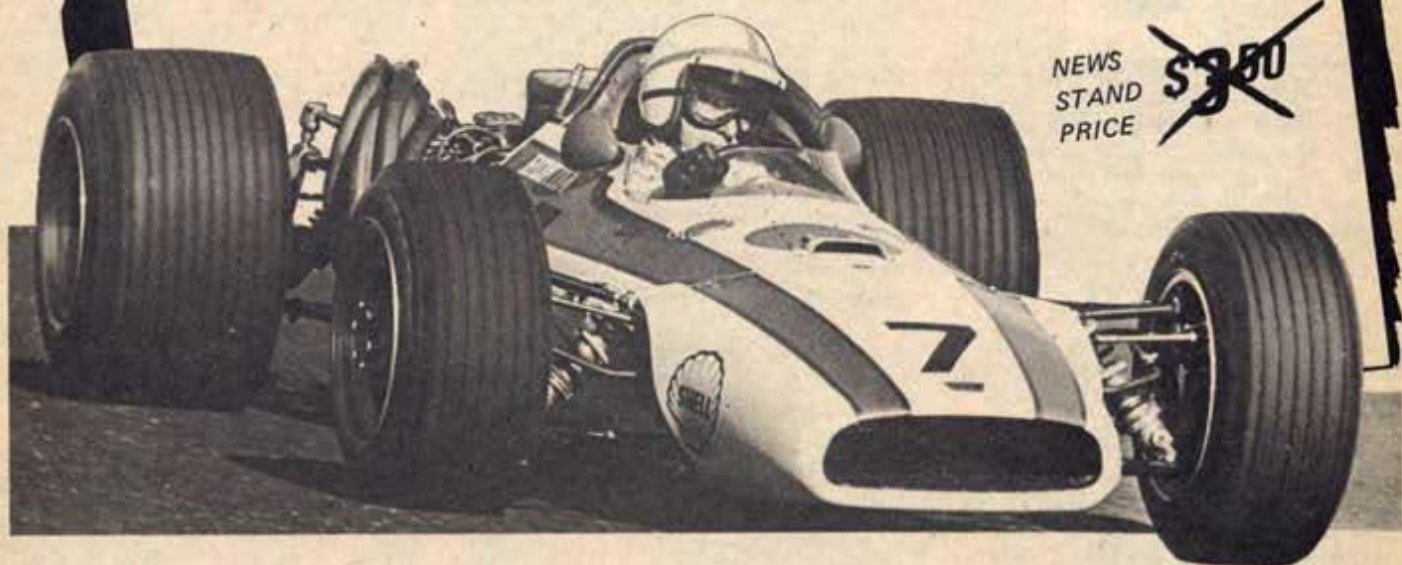


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QUESTION SESSION

By Brick Price

Each month MCS will answer questions of general interest. Address all queries to Question Session, C/O Brick Price, 11795 Gateway Blvd., #3, Los Angeles, California 90064. Only those questions with a self-addressed, stamped envelope can be answered personally, time permitting.

Q

If you would give my address to Jim Purcell, I may be able to supply him with the 1/25 engine he is looking for. As for my own question, why don't manufacturers state on the outside of a box whether or not the kit is molded in colored plastic so we know before it is purchased and opened?

Mike Alain
2296 Edwin Cresc.
Ottawa 5, Ont., Canada

A

Some manufacturers do state that the car is molded in green or blue or whatever. The key words are "molded in authentic colors" or "no painting required."

Q

I am interested in the new TycoPro cars. In your review of these HO cars in your March issue, I wondered how you modified the No. 7 car so that it beat the "stocker" in the uphill track. I saw that you put hard rubber "O" rings for front tires and dual silicone slicks in back. Was that the reason it went faster? If so, where did you get them? I noticed in the ad for these cars that they have "independent rotating front suspension" and "micro-trued mag style air cooled wheels." Could you tell me what these are?

(UNSIGNED)
(who? Who?)

A

Many little things went into modifying the TycoPro. The dual silicone

other and are micro-trued to negate bounce. The rims are actually cast to resemble mags. All in all, these are fantastic cars.

Q

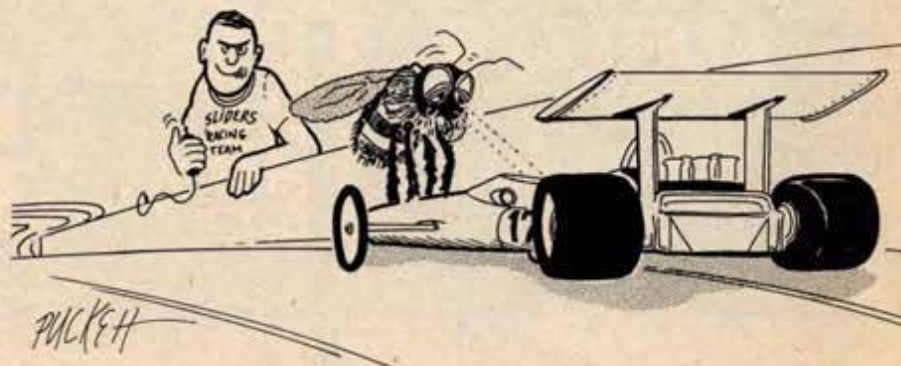
PLEASE tell me where I can get Permascene and HO scale blocks. I've been to countless numbers of lumber yards and hardware stores, but they don't seem to know anything about the stuff.

Ted F. Gowder
Hohenwold, Tenn.

A

Part of your problem in locating the Permascene & HO blocks is that you should be looking in a hobby shop that deals in model trains. Pick up a copy of Model Railroader for scenery tips and ads for mail order firms that carry scenery. If all else fails, you can use plaster but it's a hassle.

continued



"This ought to be a good place to grab some shuteye."

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Q

I'm in the process of building a four-lane Ridge Route Raceway. I have one problem, however, I can't seem to locate the stone walls used in it.

John Kaufman
Johnson City, New York

A

If your response on Ridge Route continues at this rate, you'll force us to come up with something else like a rally course, TT track, high speed oval or drag strip. The stone wall embossed in plastic sheets is a bit extravagant, but it is very realistic. Here again, try ordering it through a model railroad shop or from America's Hobby Center, Inc., Dept. MCS, West 22nd St., New York, NY, 10011. If you want inexpensive wall material, try thumbing through a copy of American Home or some such magazine for a good color picture of brickwork or stone, and glue it to a cardboard sheet. You'll be surprised at the results.

Q

I have a 1/24 scale slot car and would like to run it in competition. Could you tell me where a track is in my area where I could run it?

Ron Kramer
729 Center Av
Ephrata, Pa., 17522

A

I'm sure that if you checked your telephone yellow pages, you'll find a raceway. If it's not listed under hobbies, try "Raceways" or "Slot Cars." If all else fails, maybe one of our readers could drop you a line. How about it, guys?

Q

In your January, 1970 issue there is an article on how to build an HO car called the Phase IV. It calls for a cu-25 engine from a Mini-Motorific car. Is there someplace where I can get the motor separately?

John Sanchirico
Stow, Ohio

A

Surprisingly enough, the Mini-Motorific Motor costs more when purchased separately. Richard Harrison of Hobby House fame is the only one I know of who sells it. The cheapest way to buy it is in the outboard motorboat kit for the Motorific boats, which are available at any toy store.

Q

I am planning to build a panel wagon from a VW. Could you name a bunch of different parts from kits that I could use? Any suggestions would be appreciated. Where could I get these parts without buying the kit? I have a problem with spray painting. I always get bubbles and so on. What can I do? How do you know which engines will fit into which cars?

Steven Waltzman
Cypress, Calif.

Q

I would like to know where I can get some 3-volt Micro Mini bulbs to put lights in my HO cars.

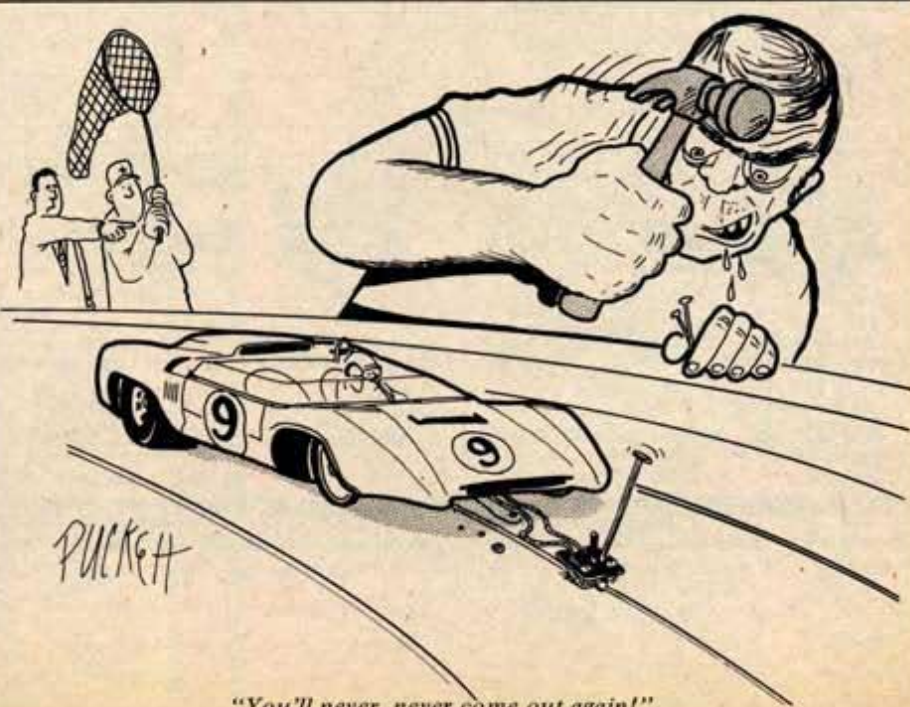
Bradly Mead
Owego, NY

A

The lights are known as "Grain 'o Wheat" and are available from any hobby shop specializing in model trains. If you intend to use several bulbs, it will be cheaper to buy them from an electronics store such as the Radio Shack or Olson's. The bulbs are available in 3, 6, 12, 18, and 28 volts. If you will be using an 18 volt transformer, then you should use either six 3-volt lights or three 6-volt.

A

Why did you pick on the bug? Oh well! It does look interesting. Why not build it similar to a Citroen 2CV panel truck? I think they're sharp as the devil when fixed up right. The panel portion on the Citroen looks like an afterthought. Simply cut the body in half behind the door and build a box like structure out of .050" styrene. Use the Chrysler engine and rear end from the Hemi Under Glass, since this is a rear engine car anyway. The only way to get the parts you need is to buy the kits or scrounge them from a friend who may have them lying around. The bubbles are caused by moisture or dirt on the plastic. Holding the can too close to the car while spraying can cause the same problem, too. Any model engine will "fit" in any model chassis with a few modifications. The only thing to remember is that it should look feasible.



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May, 1970/11

SMALL STUFF

Address correspondence to: Bill Von Staden, 77 Sherman Avenue, Jersey City, N.J. 07307.

By now you've probably seen the TycoPro. There's a good chance you even own one. What can I add that's new? It has blinding speed, but refuses to handle. If the TycoPro can be made to handle, and to be predictable, I feel the present Aurora chassis' days are numbered. Until then, Aurora can refrain from heavy thrashing on a new chassis.

What I *can* tell you is how to make the Tyco beast handle. But alas, that will be next month, so you'll have to wait. For starters, try a controller around 85 ohms and find some way to get pressure on that drop arm. You'll see my way soon enough.

The "Tuff Ones" are Aurora's answer to the TycoPro. Is it the last phase of the Thunderjet we'll see? Is it the ultimate Thunderjet? Can they do anything else to it, or is a complete motor/chassis combination the next step? I don't know if it's the last T-Jet. It is *not* the ultimate T-Jet. They can do more to it, things like even stronger magnets, a hotter rewind, a brass pan already on it when you get it, etc. But, beyond a certain point, these things are not feasible. For instance, a hotter rewind would sacrifice durability. Magnets or a pan would raise the price too much. In other words, they might be able to get more performance from a new car that is easier and cheaper to produce. Unless there are some inexpensive changes that can be made that I haven't thought of, I'd say a new motor/chassis design is next.

How are the Tuff Ones equipped? Picture the same basic frame, a rewind, independent turning wide-mounted front wheels, sponge tires about twice the width of those on the Wild Ones, super-strength magnets, a very high final drive ratio (like 14 tooth driven pinion!), a lightweight idler gear, silver plated pickups, silver plated chassis electrical components, silver commutator brushes, and finally, stiffer brush tension arms. What it turns out to be is something quite unlike stock T-jets, or even Wild Ones. The wide front end aids cornering considerably. The rear tires *look* impressive, but being out-of-round, they just sit there and spin (and bounce).

The magnets are something else. They are much stronger than LaGanke's, and are somewhere up

around the Muras. The Champion Arcos are the only thing that will put them in the dark, but since they are still unavailable as of this writing, that puts Aurora in contention for having the strongest magnets. Now about that gear ratio. This is probably the biggest single change made in the Tuff Ones. They give the car a very high top speed, and supposedly less punch and braking. But the magnets give added punch, and the stronger brush springs help braking a lot. The lightweight idler gear is merely one molded in nylon. It helps. Silver plating the electrical components on the chassis looks very sharp (it's different!). It certainly can't hurt performance any. The ultra-stiff brush tension "arms" make adjusting the tension difficult, but once you set it, it should stay that way for quite awhile. You'll also find that you need not push them up as far as the older copper ones. They supply plenty of pressure from way down.

My Tuff One was a Lola. After trying to run it in stock trim, I wised up. I shimmed the magnets, added a pair of AJ's sponge tires, and bolted a brass pan (also AJ's) on it. That is all I did, and the thing really flies. It needs more punch (maybe I'll go down to regular hop-up gears), and has too much brakes, but when I get it sorted

out it should be a real wailing machine. Got yours yet?

Sometimes the little things in racing can spell the difference between a win and a loss. Other times they just come in handy. What kind of things? Like Mura Tiger Milk. It softens and cleans almost any type of tire. This includes silicones, in which case traction is fantastic. The stuff can be used as a lubricant, too. Try putting some on your gearplate. It also has many other uses, and is only \$.79 for a one ounce bottle. Then there's Goodyear Pliobond glue, or should I say super glue. Needless to say, any type of glue has a thousand uses, and this one can be used for anything. It can be had in a bottle or tube. I never use the bottled stuff so I don't know the price of it, but the tube is \$.69.

Cary Locomotive Works (308 Three Oaks Road, Cary, Ill., 60013) puts out "Magic Masker." It is like masking tape in a jar! You spread it on in liquid form, then it dries to a pinkish, rubbery substance. You paint, and the masker keeps the paint off whatever it's on. Later the MM is scraped off



"For my last wish I'd like to have a two-inch tall Jackie Stewart!"

with your fingernail. A perfect job is the result. For \$.79 you can't be without it.

The last "little item" I'm going to mention is the Mura cleaning block. Even though the price is outasite (\$1.39), I can honestly say that I have never found a more effective way of cleaning pickups. It is worth the money.

Manufacturers Alert! Go down the list of different manufacturers and see if you're on the list. If you are, read what it says next to your name.

Aurora

Thank you for the Tuff Ones. Also, making the bodies on the Chappie 2F and the Alfa Type 33 was a good move. But is the Alfa a California street rod? I just don't understand why it's so high in the air. Oh yeah, better get with it on a new chassis design, just in case we can get the Tyco to handle!

Auto World

If it weren't for you, my cars would be decal-free. But I think you goofed on not bringing out the plumber pan. Everybody who wants to see that thing, write to Auto World. We'll get it out of 'em yet!

Champion

If you knew how many letters I get each month asking me where the Arcos are, you'd get with it and bring them out. And could you please come out with a set of taller and much softer set-screw rear tires?

LaGanke

Good work on those special purpose rewinds for Hobby House. Now how about making them nationally available? Fix those brushes in the LaSano brush tube unit; they're bad news. It was nice having one of the first brass pans on the market, but now you've got to get one with outriggers on it. How else can you handle well?

Lancer

What happened to the Road Runner and Torino? If you're gonna try again, might as well make the R.R. a Super Bird. After all, you gave us the Daytona Charger. And as long as we've got you busy, how about a 'Cuda, a Challenger, a GTO, a Porsche 917, a McLaren M8A, and some shells for the Mini-Jet?

Mura

Just make us a rewind as good as your 1/24th jobs and we'll be happy.

Twinn-K (AJs)

Why the ultra-high prices on the set-screw wheel/tire sets? Aren't you the

continued



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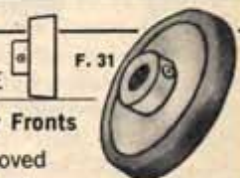
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Tyco

Your lap counter is great, but I have a four lane track. Notes on the new TycoPro series. Why soft front tires, such close tire to wheelwell clearances, such close belly pan to track clearance, a smooth rear axle so the rear hubs fall off, a Chapparral 2D with a wing (?), and why not throw in an extra pair of pickup wipers?

"HO Racing Speed Secrets," that's the name of a booklet published by Auto World. It is now available from them for 50¢ a copy. I think the first three-fourths of the book was written to fill up pages. Except to the raw beginner, it has little value. (There are a lot of beginners, Bill — Ed.) The last quarter of the book, where experts Carl Dreher, Bert Haas, and Ted Johnson reveal their techniques, makes the book more than worth the price. It is good enough to turn a notice into a pro. I would advise the book to every HO racer, and suggest that he read the last quarter thoroughly — twice.

Parma. The word should make you think "controllers." Take one Parma case in your choice of three clear colors (cost: \$2), blend in a bushing-trigger assembly (cost: \$4), gently top with a 45 ohm resistor (cost: depends on where you get it, usually between \$1.75 and \$2.00),

yield — the best HO controller there is, period. Get the goodies from Parma Int'l Raceway, Dept. MCS, 5421 Pearl Road, Cleveland, Ohio 44129. Having a good, dependable, smooth controller is just as important as having a fast car, and between the two, that's half the race. You've still gotta drive it.

Chickens of the world, attention!

I'm talking about you guys out there who refuse to work with the Aurora Formula 1 cars. Look, guys, how long have you been working with the Aurora Thunderjet? A long time, right? And how many cars did you destroy learning what you know? So you picked up a Mini-Jet and tried some of the hop-up tricks you picked up from working on the T-Jet. Naturally, they failed miserably. You then threw the car in a box, put it in a corner somewhere, and returned to work on your T-Jets. Some guys gave it a little more work. You know, went out and bought two of them, but still gave up. I know some guys who tried to adapt some parts off the T-Jet! Man, face it, the little beasts are just different. It takes time to learn what you can and can't do to them.

I think the best way to learn about them is to force ourselves to run them. Make the F1 rules state that the body can not be wider than 3/4". That way, everybody will have to use them and it will be fair. After all, nobody can complain about being beaten if everybody is using the same type car. The original HOPRA rules were like this. Then they backed out and changed the rules to allow big, bloated bodies

wrapped around T-Jets to run. Dreher and Shaw, you made a boo-boo!

Here are some ideas to get some of you guys who aren't quitters started. On my F1 drag car, I fitted a LaGanke LaSano brush tube set. The brush holes had to be drilled out to 1/8", and even then the holders had to be epoxied in. The LaGanke brushes supplied just don't hack it. Use a stock Aurora unit, cut in half. Thus you'll get two brushes out of every one. Also watch that your armature clears the tops of the tubes. My car currently runs hop-up gears. The motor has a lot of torque, and can pull it. My armature is a home rewind, 230 turns of No. 38 wire. Even though this is a drag car, that is not a very hot wind. LaGanke is said to be coming out with a Tiger Arm for the Formula 1. On road racing cars, vent the chassis where possible; these things have unreal operating temperatures. Use silicones on the rear, and try to make the front axle/wheel assembly wider than the rear. This, along with a Champion brass pan and a lead nose weight, should aid handling. Now go out there and show the quitters where it's at!

Latest tips on making your (Aurora) beast handle. First, stock brass handling pans are out. The new trick is to remove weight in the center, and add more on the edges. The weights on the outside edges are usually placed on the outriggers, on the front piece, and sometimes on the back. Solder is easily used for weights. If you're using a Lancer clear body, try making pin-tube mounts for it, like those used on 1/24 scale cars. Brass tubing is soldered to the pan, and pins go through the body and into the tubing. This not only eliminates the problem of cracked mounts, but also allows you to incorporate a little "slop" in your pan mounts. The slop aids handling. The hottest front end setup going is LaGanke front wheels on a 1-1/8" threaded axle. On each side of the axle, between the frame and the jam nut, install a super-soft Faller brush spring. The springs make the unit self-centering, and of course, this aids cornering. The springs are available for 10¢ each, plus postage, from Hobby House. (See their ad in this issue.)

Well, that's it for this month gang.

(Editor's note: VonStaden, from now on I want to see this column on my desk every month, instead of every other month. That's right dear reader, from now on you'll have to put up with "Babbling Bill" each month — Ed.)



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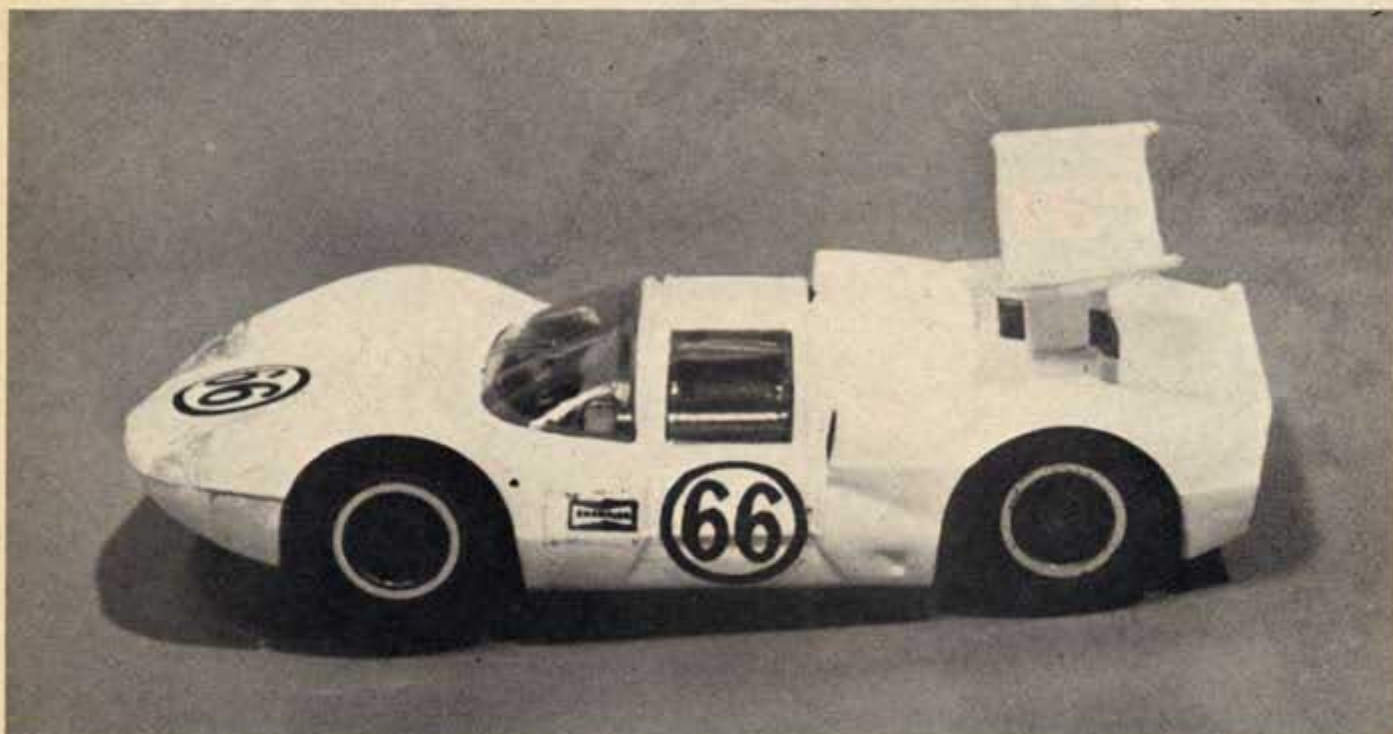
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Some time ago we had the pleasure of roadtesting the Tyco-Pro HO cars. "Box stock," the cars are extremely quick, but they can be made faster. A few little tips on tuning and preparing your car will require a whole new pattern for driving habits and reflexes. It takes nerves of steel to fling a car into a corner at nearly twice the speed you're normally accustomed to!

Very little is required to modify the Tyco-Pro, since it is already better than previous scratch builds. AJ's were Johnny-on-the-spot with the first hop up goodies, so we gave them our usual critique and found them to be superb — as expected.

The Chapparral 2D is the latest of Tyco's Pro series and the object of our modifications (and affection).

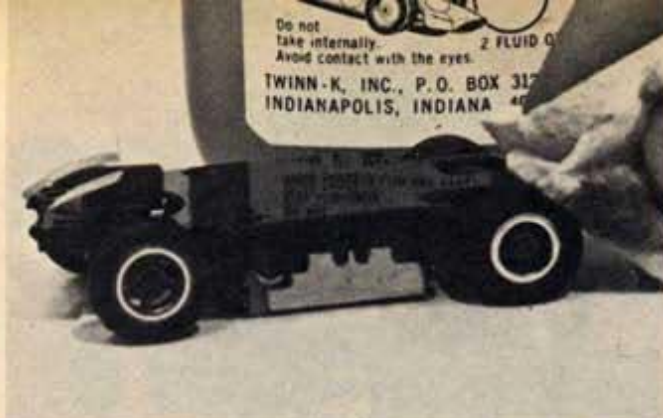


By Brick Price

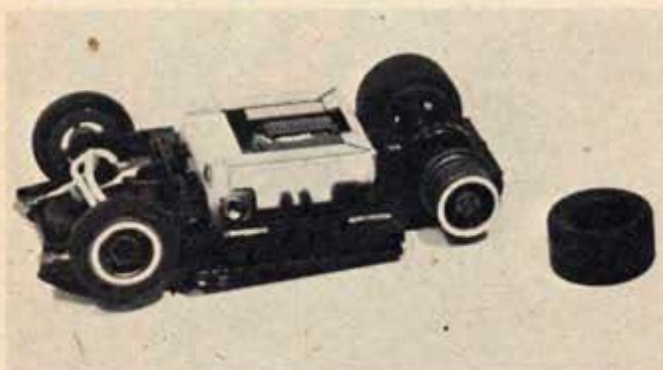


Removing the body takes very little time. Insert a screwdriver or even a fingernail under the side of the body and pull up on the chassis.

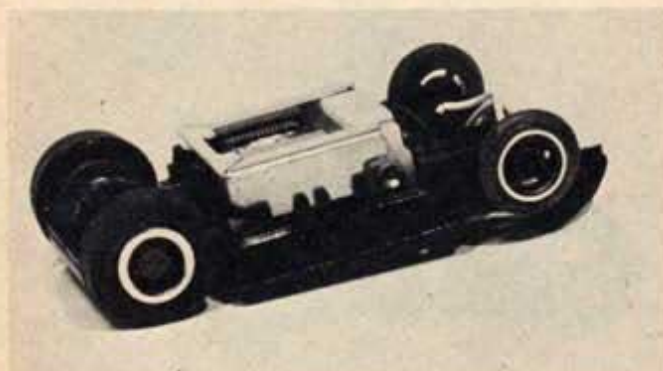
AJ's TNT track and tire cleaner will work wonders for removal of dirt and mold releasing agent on the tires. Lightly sand the tires with No. 400 grit sandpaper and repeat the cleaning process to remove rubber particles.



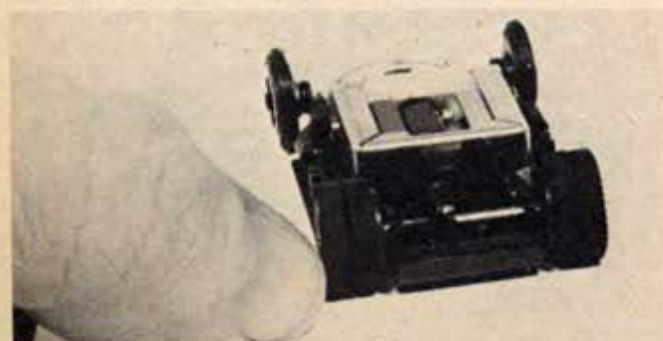
I don't know what wonder potion AJ's uses in their "Traction Plus," but it sticks like glue to a track. Normally the Tyco cars can't do wheelies, but with this they practically stand on end. Apply a very thin coat to each tire surface and do a couple of "burn-outs" before each race.



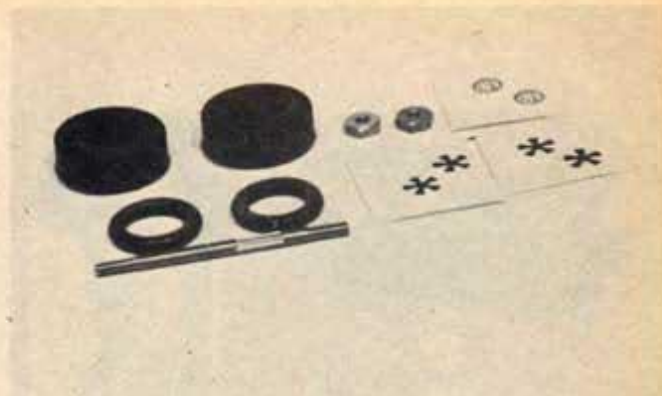
Installation of these tires couldn't be simpler. Pull off the old tires and press on the new ones.



The "O" rings are installed by slipping them on over the stock rims. Check that the tires aren't twisted and are seated properly on the rim to prevent bounce.



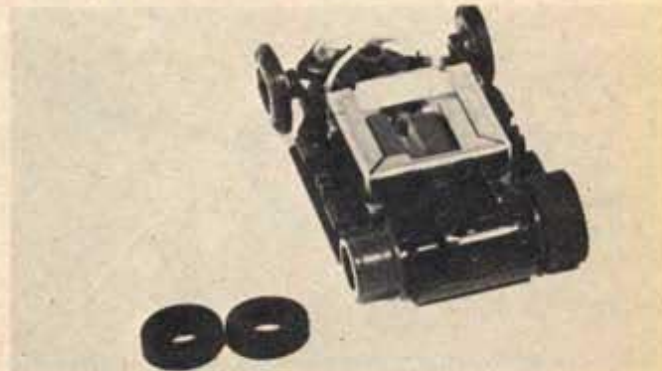
The dual tires will flex in corners in the same manner as tread on a real tire. (Caution: Depending on the track you're using, these tires may cause the chassis to short out against the conductors.)



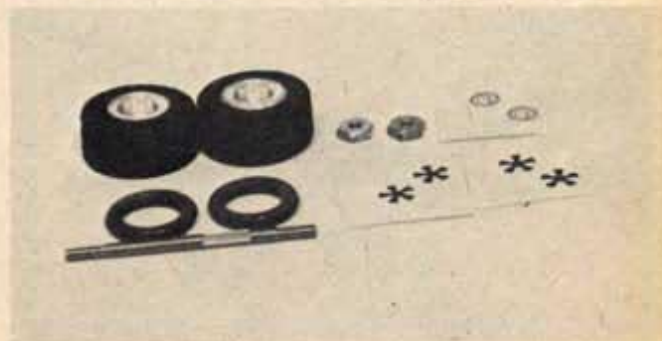
If you're still not satisfied with the cornering and acceleration, (power hungry, aren't you!) lay out the necessary coin for AJ's new silicone tires and "O" ring set.



Even though the AJ tires are thinner, don't let it bug you. These tires will offer more traction and less rolling resistance than the stock tires.



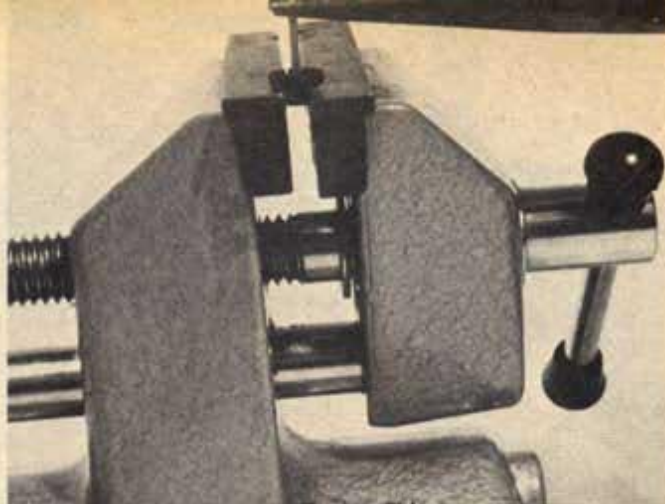
Here's a clever trick to effectively lower the car, increase handling and lower the gear ratio. Install two pairs of AJ's Golden Falcons back-to-back on the Tyco rims.



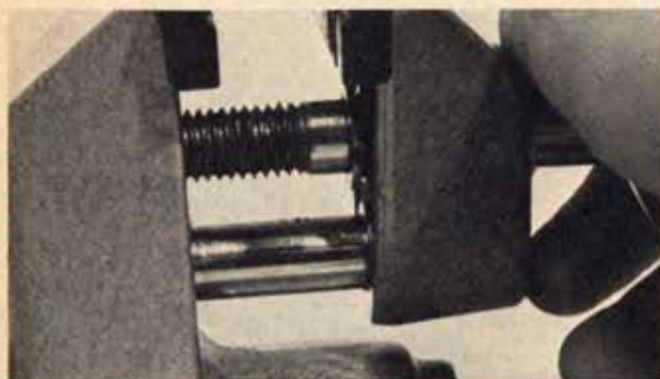
The AJ sponge tires mounted on threaded aluminum hubs may be your bag, depending on your preferences and the type of track you'll be using. "O" rings and mag decals are also included in this set.



Hold the chassis firmly and pull up and back on the axle assembly.



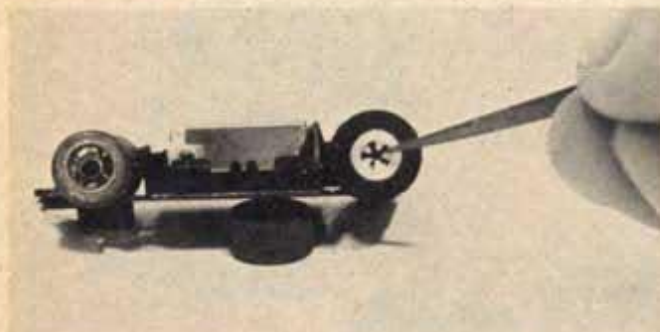
Carefully remove the crown gear and hubs from the Tyco axle.



Carefully slip the crown gear on AJ's threaded axle. Position the gear so the axle protrudes equally on each side of the chassis.



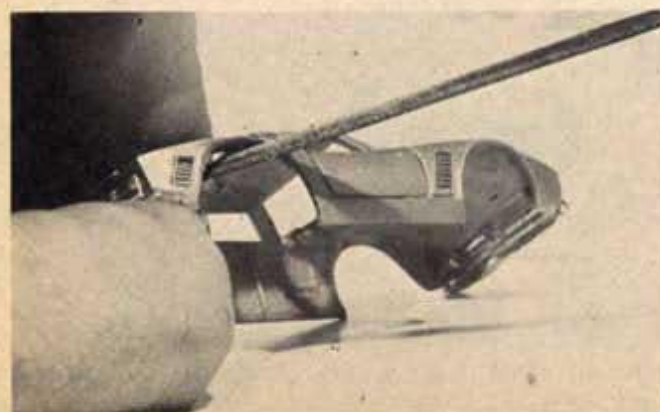
Thread the retaining nuts and wheels on the axle.



Snap the axle assembly into place in the chassis. The "mag" decals give the wheels a more realistic appearance. A coating of clear enamel will protect the decals and keep them in place.



What's good for the goose is – well – take a gander at this! "Traction Plus" can cause even sticky silicone tires to grip better.



An unfortunate by-product of either set of tires is that the wheel wells must be enlarged slightly to clear the tires.



Snap the body in place and presto! Your screamer is now screaming at a higher pitch than before. Space problems forbid our discussing anything more than tires this time. But we promise that you'll see much more on these fabulous cars in the future.

THE AMERICAN COLLECTOR

By David Sinclair

Recently I told you I would be attending the Trade Fair in Nurnberg, and promised to report all the news of the new die-cast cars we could expect in 1970, from Rio, Solido and the other manufacturers in Europe.

Well, I had my reservations all set, passport, plane ticket and my "wash and wear, quick drying shirts" all packed when, at the last minute, I was forced to cancel due to a sudden and critical illness in my immediate family.

I cabled my regrets to those firms I expected to visit in Europe and almost immediately received a reply from Rio with a color brochure showing their five new models planned for 1970 production. Rio's No. 45 is going to be the "SJ" Duesenberg Dual Cowl Phaeton of 1934, a model most often associated with America's most expensive classic. As could be expected, Rio's version is much more authentic and vastly superior to Dugu's attempt at this model last year. The windshields on both front and back seat are correctly slanted, not straight up and down like Dugu's. It has flexible exhaust and the twin spare wire wheels in the fender wells have white sidewall tires. There are big chrome headlights, a driving light and chrome horns in front. And in the rear, I could make out the big chrome tail lights. The color brochure shows No. 45 with a white top (up) and beautiful medium blue body and fenders. No. 46 is the same car with the top down (and concealed within a panel behind the rear seat), gray body with black fenders.

Rio's No. 47 is the historic American built "Thomas Flyer," the car that ran away with the New York to Paris rallye in 1908. This model is a big touring car with a white body and brown, heavily tufted upholstery. An American flag flies from behind the rear seat. I know a good many collectors who have been waiting for this one, and it's gratifying to see Rio releasing more American marques.

Rio's No. 48 is one of the best looking Bugattis ever built, the rakish, long and low 5000 cc Model T-50 of 1932. The windshield on this hardtop coupe slants back at quite an angle. The body is painted two-tone red and black, with the red extending from the long louvered hood into the door

panels. The sweeping fenders are black, and twin spares are mounted at the rear. Classic car fans will love this one.

Finally, Rio's No. 49, a model probably little known to American auto buffs, the Super-Fiat Dorsay deVille of 1921. This is a long limousine with chauffeur out in the fresh air, rear compartment closed and it looks like a 7 passenger with jump seats. The top, top of the hood and fenders are black, vertical body panels are blue.

Well, those are Rio's plans for 1970. Sorry I have no photos, for the color brochure won't reproduce, but I hope Rio will be sending along glossy photos or prototypes for photography soon. Don't hold your breath, send orders to your favorite supplier, or write asking when these five Rios will be available in America. It was a year ago that I first saw Rio's No. 41 through No. 44, the 1929 DiLancias and 1941 Lincoln Continentals, and they haven't arrived here yet! Of course the labor strikes in Italy are no doubt to blame, but all the same, I don't expect these five to appear in the U.S. until perhaps fall.

Apparently not satisfied with the relatively small volume of sales to collectors, several manufacturers have recently begun to seek a larger share of the "toy market" by producing lower priced, less detailed models to sell at half the price of their standard lines. Dinky first began farming out some of their dies to Hong Kong where labor costs are cheaper than in England. Politoy, last year, introduced their "export" line, eliminating all but one opening feature on each model as well as much of the detail found on their "M" line. Recently, Solido made a deal whereby four (and only four, thank goodness) of their dies were sent to Hong Kong and these four will no longer be produced in France. I've seen samples of two of the Hong Kong "Solidos," and while I must admit they are good toys for the price, as a collector I far prefer the French originals. On the Hong Kong versions the finish is not as well done, details such as windshield wipers, steering wheels, etc. are too bulky, the wheels (though

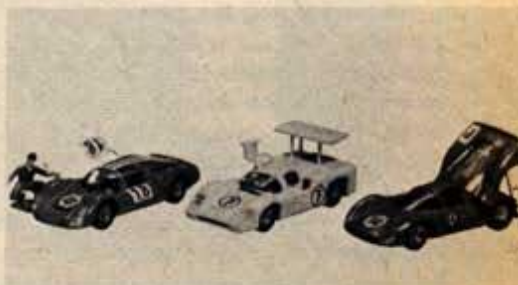
"fast") are not authentic. To attract the kids, they plastered flame decals on the fenders and instead of realistic tan, black or white interiors, the Hong Kong models have upholstery of baby blue and other questionable colors.

The four models now being made in Hong Kong are the Chaparral 2F ("the winged one"); Lamborghini Miura; Ferrari 330 P3; and the Porsche Carrera 6. Solido's original Chaparral was the only one painted all white. Other manufacturers felt the urge to paint their Chappys white with red spoiler, red with white spoiler, or all red. Solido's Ferrari P3 was, I believe, the only one manufactured, although there are several P4's and P2's on the market. Solido's Porsche Carrera 6 was superior to others on the market, and of the many Lamborghini Miuras, I felt Solido's was best on most counts.

Don't despair, however, there's still time to get the four original French-made Solidos for your collection. Fortunately there was a substantial inventory of the original French models in America when the Hong Kong deal was announced. But when your favorite supplier's stock is gone, there will be no more. So these four original French Solidos should be valuable collector's items in less time than usual.



Solido's Lamborghini Miura.



Solido's Porsche Carrera 6 (left); Chaparral 2-F (middle); Ferrari 330P-3 (right).

Revell's latest 1/25 scale funny car goes "one piece"

Those full-size funnies are undergoing some really radical changes in thinking as their speeds soar above the two-hundred miles-per-hour mark. Super-streamlining is now being used. Tops are chopped by more feet than inches, windshields raked back, and grill areas cleaned up.

Further changes in chassis design are coming too. A few of the quicker quarter mile thinkers are now turning to the integral body/chassis (monocoque) design that prevails in Grand Prix and Can-Am sports car road racing. The body/chassis design still seems to be a season or so away in funny car racing, but it is coming.

A close look at the Revell 1/25 scale "Boss Mustang Funny Car" kit car indicates that this company, at least, is

BOSS TANG

By
Robert
Schleicher

well abreast of the thinking of the times in turning faster trap times in drag racing. No, the lines of the Revell car are definitely not exactly like the real Mustang hardtops. Revell's car is well into the current car-think in having the general appearance of the stock sedan in a better wind-cheating car style. The 1/25 scale car has a much-lowered top with a more steeply-raked rear window and front window. The louvers that normally appear only in the Mustang "Sports Roof" fastback body have been added to the rear window as well. The grill is fully blanked off complete with "chin whisker" diplane. Hood and door lines are filled in, with a trunk-mounted diplane adding the final streamlining touch. The fender lips are flared to suit the super-wide rear slicks and the wheelbase stretched in the best funny car style. The kit provides for a hinged-at-the-rear body mounting for tilt-up access (or display) to the car's chassis and engine.

The running gear on the newest Revell car is a step ahead in its own right. You'll find tires that are at least as wide as the widest you'll see on the real drag strips — fully twenty 1/25 scale inches wide! The 1/25 scale model of the 427 cubic inch displacement single overhead cam Ford V-8 engine, with GMC supercharger and Hilborn fuel injectors, is standard practice with the Ford fans of full-size racing. The tubular chassis, so similar to the "slingshot"-style fuel dragsters, is also a most popular feature of the real cars.

We've updated the chassis of our "BossStang" a bit, as compared to the stock kit. Ours has a sort of semi-monocoque chassis that incorporates some sheet alloy panels below the doors and around the driver's compartment, with the balance being stock tubes from the kit (all simulated in 1/25-scaled plastic, of course). With the nose, lower body panels and cockpit an integral part of the chassis, rather than tilting away with the rest of the fiberglass body, more strength can be built into the chassis to keep it from twisting under the engine's torque. The full-size drag racers haven't tried this half-tube, half-monocoque chassis design yet, but the real road racing machinery-builders did find it useful and we expect to see it

at least attempted by some full-size funny car constructor. With some careful body trimming and a second kit (or some scrap sheet plastic), you can be a step ahead of even the full-size funny cars in modeling the 1/25 scale "BossStang."

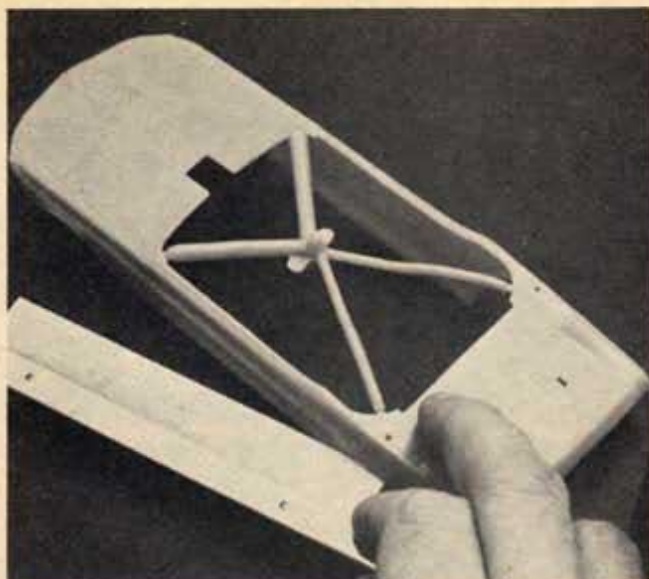
You full-size racing car fans will find Revell's new funny car Mustang exciting for yet another reason. This kit (and the other three in the latest series of Revell releases) includes a coupon for a free embroidered racing jacket patch. The patch is worth at least a dollar. The "Boss Mustang Funny Car" kit includes a coupon for a Fram Filters jacket patch. The other three kits include free coupons for Hurst, Champion or Goodyear jacket patches. Each of the four kits also includes a free coupon for ordering a \$12.95 orange and white Carroll Shelby nylon racing jacket — at a cost of only \$4.95!



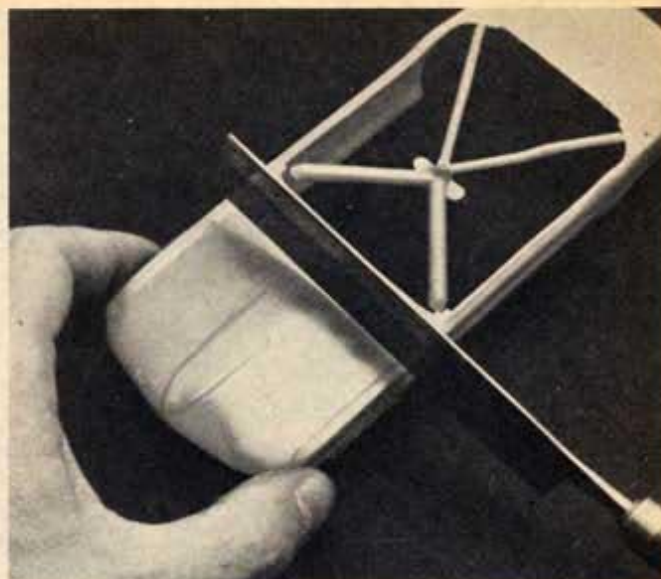
"Boss Mustang" is one of four Revell 1/25 scale car kits that include coupons for free racing patches and \$4.95 nylon jackets.



Our modified "BossStang" has the front and lower body panels integral with the tube and plate chassis for more strength.



Sides of body are sliced to within $\frac{1}{4}$ " of front wheel cutout, about $\frac{1}{8}$ " below the molded-in beltline of body.



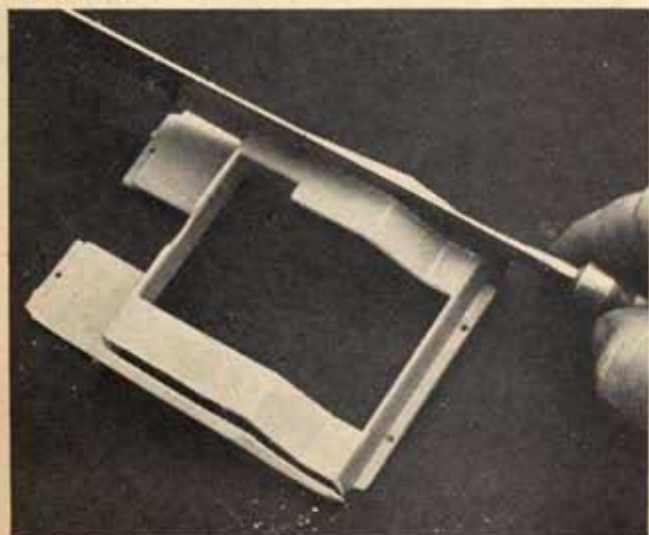
Cut across top of hood connects to cuts just made on sides to separate body into two pieces. Work slowly.



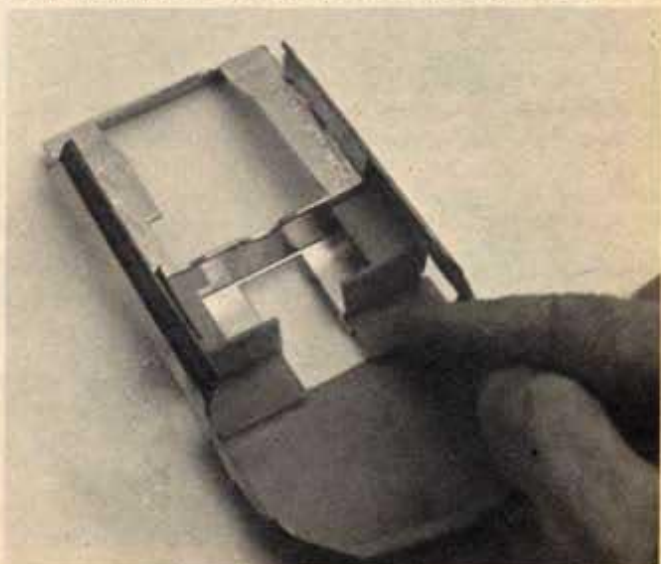
Nose piece can be either glued in place or epoxied. Epoxy can be filed and sanded to completely hide seam for smooth finish.



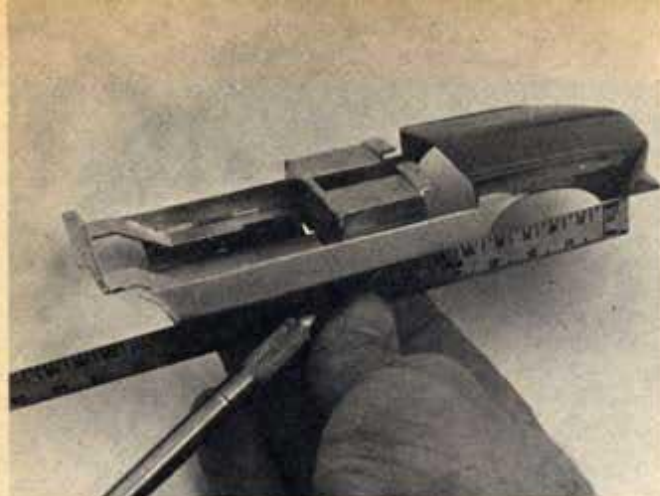
Sand the fully dried nose joint with No. 600 wet-or-dry sandpaper, dipped frequently in water, to smooth out seam.



Remove about $\frac{1}{4}$ " from each side of an interior piece from a second Revell Boss Mustang kit. Or fold similar part from postcard.



Pieces from two interiors fully fill the open interior area of chopped front body piece. Prime and paint body.



Individual wet decals or dry transfers are far easier to apply if a light line is scribed into paint to keep them even.



Position bottom of each letter on the scribed line. Keep spacing between each letter equal, as well.



Rub each letter lightly with the paper backing from dry transfer sheet. Then dab down tightly with your finger tip.



Assemble stock kit's tubular chassis and engine exactly as outlined in the instructions. Leave off rear body mounts.



Glue the front body/chassis assembly to the chassis and check to be sure the steering front wheels have turning room.



Dozen plus sponsor decals are included in stock Revell kit. No door handles or windshield wipers are needed on "funny" cars.

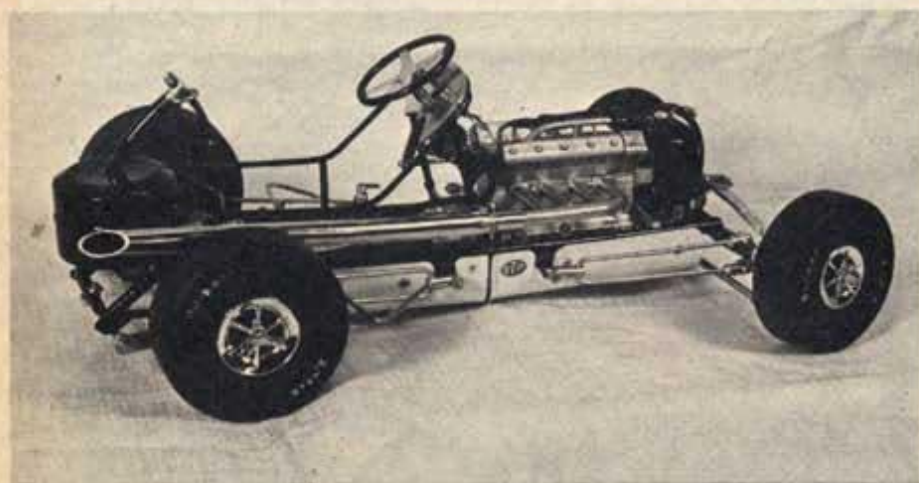


Rear body should be a snug fit over front pieces. Body can be hinged with stock kit hinges if desired.

MODEL OF THE MONTH

HERE'S WHAT YOU CAN WIN!

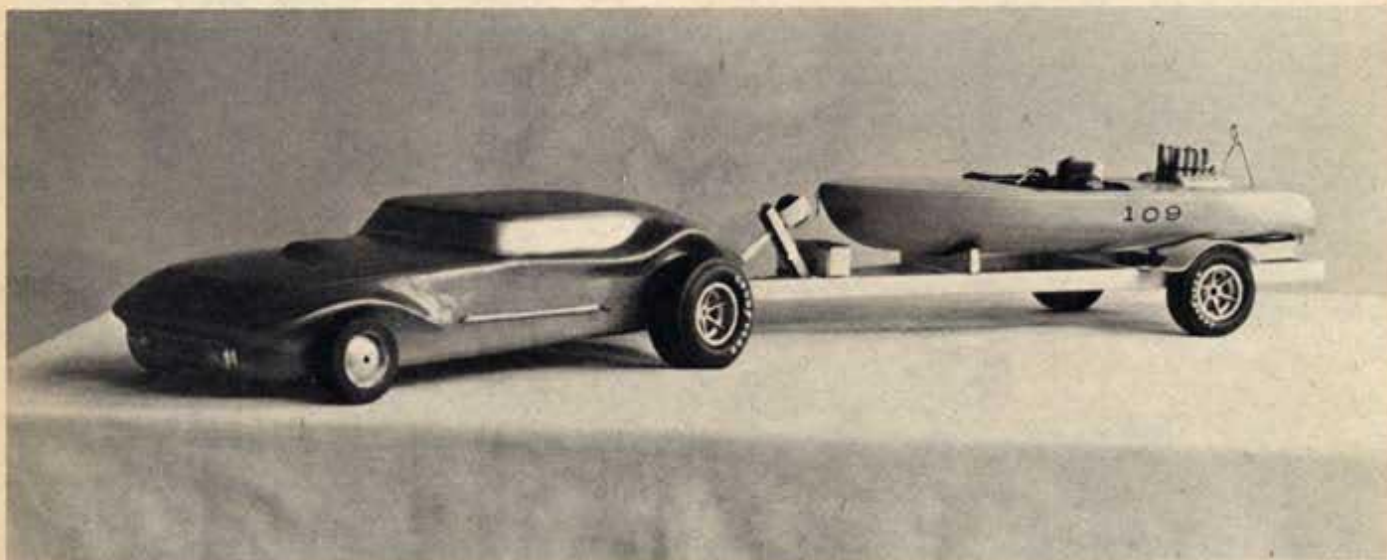
The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.



I'm sure that John F. Muse, 8133 Shelbyville Rd., Indianapolis, Ind., 46259, will appreciate winning our contest and the fabulous Dremel Moto Tool set. His Offenhouser powered midget was scratch built with all hand tools and a quarter-inch drill in 200 hours! Don Edmonds, of Auto Research in Anaheim, Calif., supplied John with a set of actual blueprints of a Quarter Midget. The engine and rear end were built from the photographs. The tires and wheels are modified model aircraft items made by Jeco. Many of the chassis components were scavenged from odd places. The brass tubing came from an old refrigerator and ball point pen refills. Parts of the steering mechanism were salvaged from an old typewriter. The bumpers and radius rods are from coat hangers. The clutch housing is made from a discarded model aircraft engine crankcase. The engine and rear end were shaped from blocks of aluminum. The real upholstery was hand stitched from pieces of leather found in a woman's handbag. The paint is five coats of white lacquer with hand lettering. The entire cost of building this "out-of-sight" model was... get this... ten dollars! Magnificent, John!



One of the all-time classics on the drag strip is the '40 Willys Coupe. Jim Seager of Ontario, Canada, used the AMT Willys to super detail. All of the linkages such as the steering, carburetor and clutch were detailed with piano wire. Three strap seat belts were made from textured vinyl. The trunk lid was cut out with a razor blade and hinged with piano wire reinforced with Testor's body putty. All tires are from IMC's VW kit with the slicks sanded to look worn. Body color is Testor's Jade Green with several coats of Gloss-Coat over.

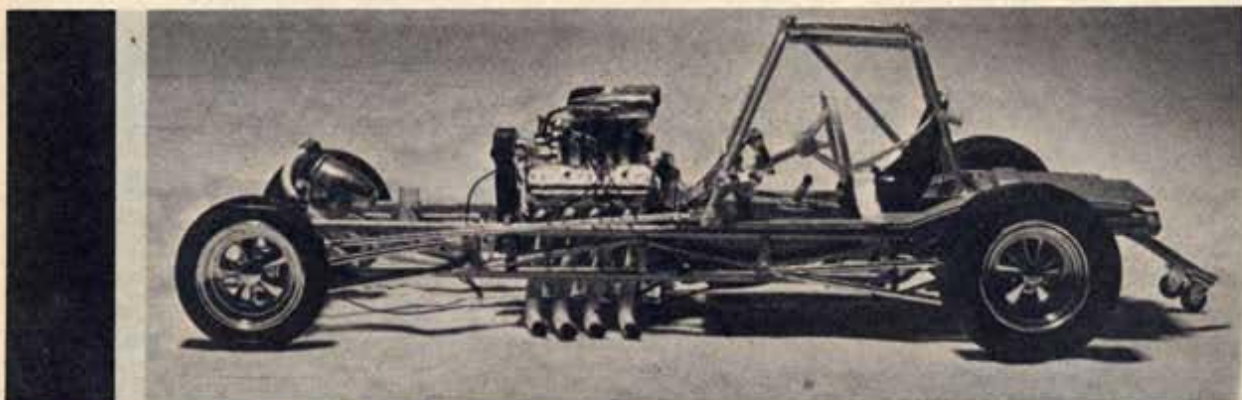


Many of the wilder cars being submitted lately are scratch-built, such as this sports car and boat combination by Tom Ford of Claremont, Calif. The car body was molded in plasticene clay and then cast in plaster-of-Paris. The wheels are actually magnesium with rubber tires which are manufactured by Cox and available for the American Eagle Car. The speed boat was carved out of laminated white pine, sanded, primed, and painted with metalflake lime enamel. The cockpit was chiseled out and detailed with a Hemi.

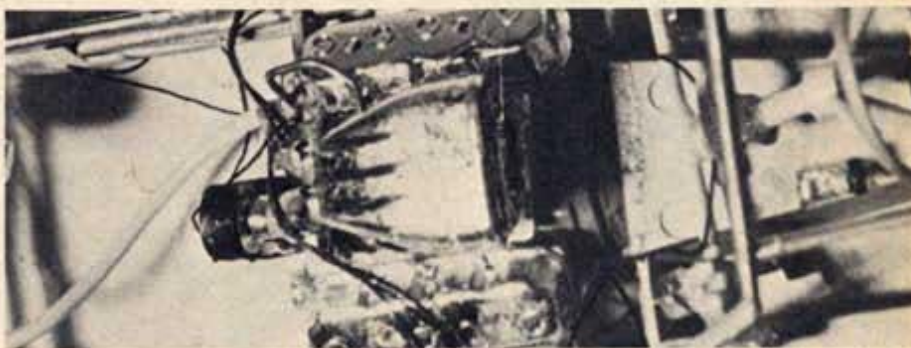


Bradley Campbell of Fresno, Calif., had a few unique ideas in building his 1970 Coronet Super Bee. A tonneau cover was made by applying aircraft dope over cloth. The unusual spoiler was made by gluing pieces from two windshields together. The '64 Plymouth engine is fully wired and detailed. Three coats of Testor's metalflake blue top off a nice looking car.





Allan Koehler, Philadelphia, Pa., sent us two clean looking cars. The one we really grooved on is this '68 Charger funny from the MPC "Color Me Gone" kit. The 426 Hemi mounted on the Logghe chassis was detailed and wired, including ignition, fuel, throttle, brake, and gauge lines. The interior is painted flat aluminum trimmed in black, with homemade seat belts. The body is painted with a total of fifteen coats of gold base, candy sapphire blue, and clear.



Don't ever doubt the value of nice looking, realistic photographs. Jeff Herring of Pittsboro, Indiana, shot these pictures of his Torino Stock NASCAR cars. The roll cages were made from coat hanger wire. The lettering on the tow cars is done with Letra-Set rub on letters. The hauler truck is a Chevy Fleetside with a bed made from tin.



Each month we receive tons of letters (pounds? Ounces?) and photographs pertaining to the Model of the Month. There are a number of things that you, the entrant, can do to simplify our task.

1. Address the letter to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, Calif. 90064.

2. Include everything that was done to the car other than stock from the kit. Too many of our entries lack the information that others are seeking.

3. Describe the paint scheme and brand of paint.

4. If it is possible, please print or typewrite all information.

5. Keep your backgrounds simple and uncluttered.

THE TRUCK STOP

Introducing a new monthly feature on the art of building super-scale model trucks. This month we build Dorsey's magnificent platform trailer

By C.M. Kroack

After recently completing an Autocar A-7564-T tractor, the need for an accompanying trailer was pretty obvious. I decided to scratch build a Dorsey platform trailer, partially because the firm which makes them proved – upon looking into it – a rather intriguing one.

Dorsey trailers are manufactured in Elba, Alabama. A Dorsey claim for their I-Beam Platform Series 206 is, "pound for pound, the ruggedest platform built."

Dorsey is the nation's sixth largest trailer manufacturer today. It all began back in 1911 when the two Dorsey brothers, Pete and Henry, set up shop in a livery stable repairing boilers and sawmills. By 1914 the automobile was here to stay, and the Dorsey brothers began to repair them. Soon after 1917 the Dorsey brothers won world-wide acclaim in the removal of large tree stumps with their tractor-driven tree-stump pullers.

It was in 1932 that the Dorseys started the manufacturing of trailers for the trucking industry. Today, thirty-eight years later, the firm is still carrying on the family business. T. K. Dorsey, Vice President, is one of the founder's sons. Henry Dorsey is Manager of Resident Sales.

I chose the Series 206 tandem axle platform trailer for my project. The scale is 1/32 – three-eighths of an inch equal one foot, and it scales out to forty feet for an actual length of fifteen inches. The width of the trailer, in scale, is three and seven-eighths inches to the outside edge of skid or rub rail.

To date I have built six other trailers – three vans, two platforms and one dump trailer. I was never completely satisfied with them due to the materials I was forced to use, such as plywood, balsa, spruce, and styrene. Then I discovered Plastruc scale plastic structural shapes and components. Except in a few instances as noted in their excellent catalog, Plastruc is an A.B.S. type of plastic. This type of plastic is such that it can be finished with any type of paint, enamel, oil, water base, and even lacquer.

Due to the absence of flash, little materials preparation is needed. It can be sawed, blade cut, drilled, and sanded. It can be bent to various shapes by heating, and will not splinter. Best of all, the parts are really true and straight – very superior quality, and this makes for a much better finished project.

Four different types of cement were used on this project: Plastruc Liquid Solvent, Revell Plastic Cement in a tube, Weldwood Contact Cement, and epoxy. Applied to both parts to be bonded, all worked equally well! Plastruc can also be bonded to wood and other materials by the use of contact cement or epoxy, and this fact is a most welcome one to we modelers. I used spruce wood strips for the trailer floor, bonded to Plastruc with contact cement.

Tools used were my Dremel Moto-Tool, X-Acto knife, razor and jewelers saws, small drills and files.

Before starting, one should select his desired make of trailer and write to the factory, or visit his local dealer for brochures and literature. Most trailers are of similar nature in construction, but they do have interesting differences. I found the illustrations and information in the Dorsey four-page sales brochure more than adequate for my trailer project.

Next I suggest writing to Plastruc for their catalog. It shows all shapes, dimensions, etc. available and lists prices. From this, one can make up a detailed list of material needed. To obtain the catalog send fifty cents to Plastruc, Inc., Dept. MCS, 1621 N. Indiana St., Los Angeles, California, 90063. Plastruc is also available in most hobby shops.

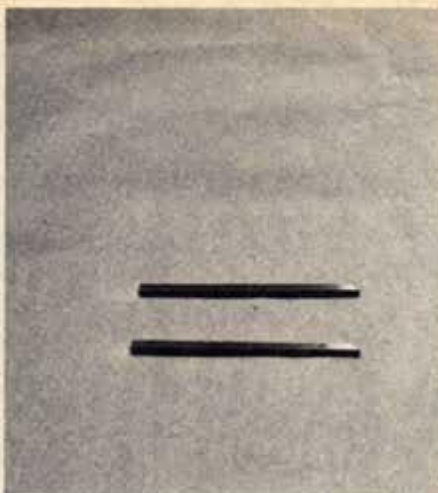
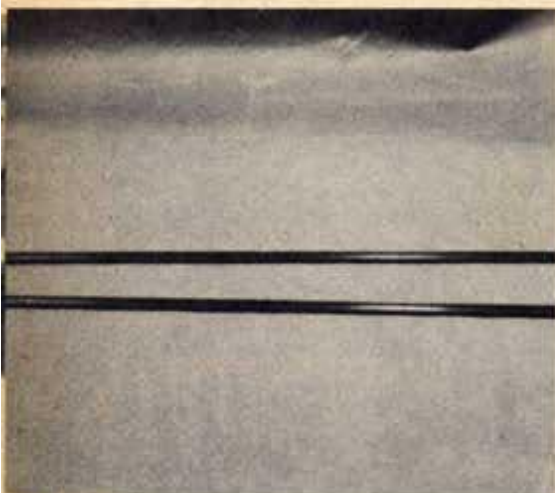
The following method of construction could vary somewhat, depending upon the make of trailer selected, but will serve as a basis for ideas on construction of most any make.

I have also used Plastruc to finish the Autocar tractor. I had started to build it before discovering Plastruc. The diesel muffler, stack and complete exhaust system is Plastruc round tubing, heated and bent to shape. I found I could heat it under a light bulb to bend to shape, which it holds nicely. Several frame crossmembers and the grille guard are also Plastruc.

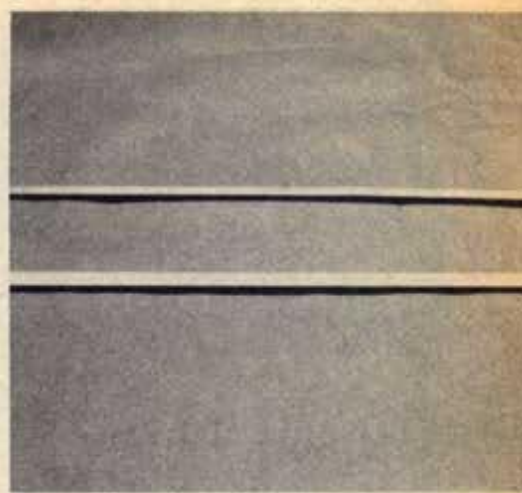
The tractor and trailer are painted with AMT Aqua Frost lacquer, with AMT Polar White wheels. The underside of both units is Krylon flat black.



1 2



3



Using either a jeweler's or razor saw cut two (2) Plastruct Beams (B-8 in catalog) $1/4" \times 1/8" \times 14-3/8"$ for the trailer frame rails.

Measure ten inches from one end of each frame rail and score a line at a 45 degree angle. Saw along the 45 degree score to a depth of $3/16"$. You will then have a $1/8"$ depth of frame rail for the remaining $4-1/2"$. The sawed-out sections will look like the ones in photo two. Discard these or save for smaller parts. This then becomes the front trailer frame.

Floor planking is model railroad spruce wood (obtainable at most hobby shops). Cut five pieces of $1/4"$ by $1/8"$ by $14-9/16"$ and six pieces of $3/8"$ by $1/4"$ by $14-9/16"$. Cement these 11 pieces together. I used Weldwood Contact Cement.

Cut two (2) pieces of Plastruct channel (C-6) $3/16" \times 1/16" \times 14-1/2"$ for the upper floor side rails and cement to assembled trailer floor. Cut two (2) pieces of (C-6) channel $3/16" \times 1/16" \times 3-7/8"$ and cement one (1) each to front and rear of floor to complete trailer floor upper frame.

Score each front corner at a 45° angle and saw completely through to angle each front corner. Sand smooth and putty and resand and prime paint.

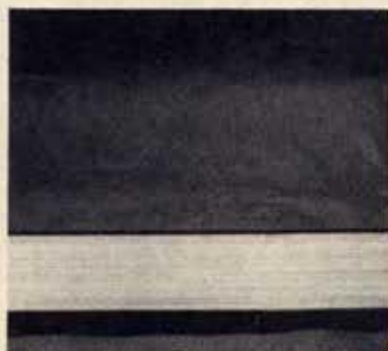
Score one length of $1/4" \times 3/16"$ Plastruct rectangular tubing (R.T.-8) in the middle lengthways, leaving $1/8"$ on each side of the score mark. Saw complete length, resulting in two pieces of $1/8" \times 3/16"$.

Saw into $1/4"$ lengths for a total of fifty-two (52) stake pockets, (20) on each side, (4) on the front, (8) on the rear.

Saw two (2) pieces of Plastruct channels (C-8) $1/4" \times 3-5/8"$ and cement across the extreme front and rear of trailer underside. Saw (24) pieces of Plastruct Beams (B-6) $3/16" \times 3/32" \times 3-7/8"$ and cement to trailer underside $9/16"$ on center. Cement assembled trailer frame to bottom of trailer cross-members, keeping an equal distance on each side.

Cut one piece of Plastruct strip stock (STSC-1) (.020 inches thick) $2-1/8" \times 1-1/8"$ for trailer pickup plate, measure one inch from one end and score along the width. Bend $1/8"$ in width along the scored line.

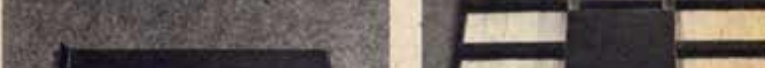
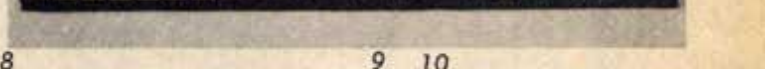
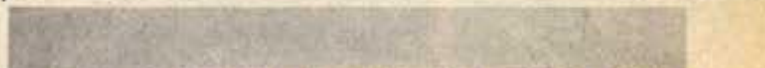
Cement trailer pickup, or fifth wheel plate to the front of the trailer frame leaving the $1/8"$ bent section extend beyond the front of the frame.



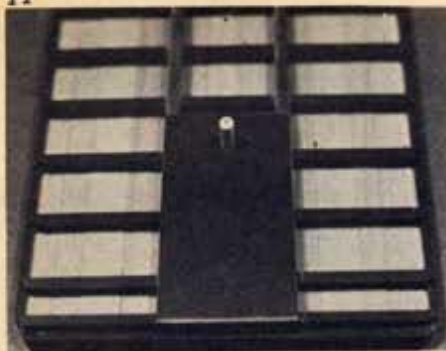
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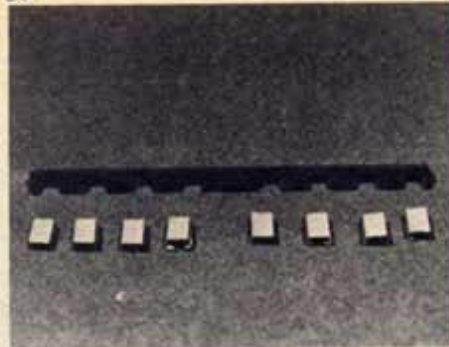
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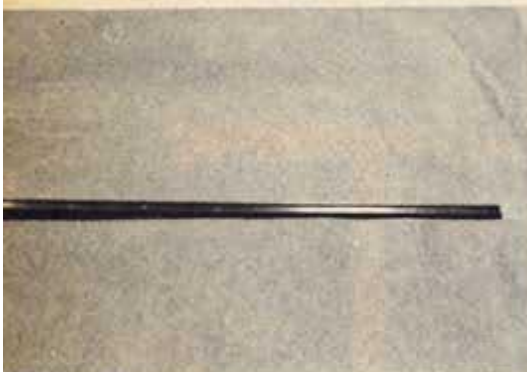
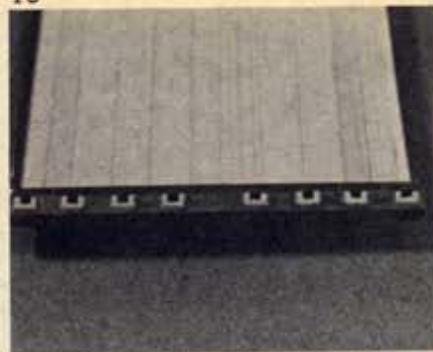
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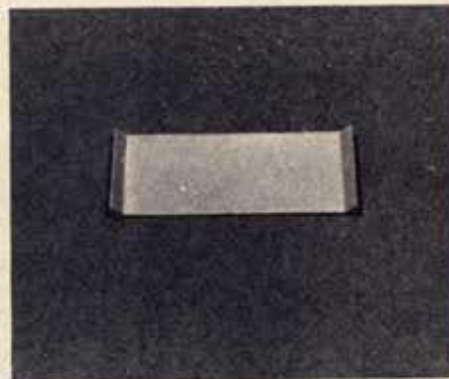
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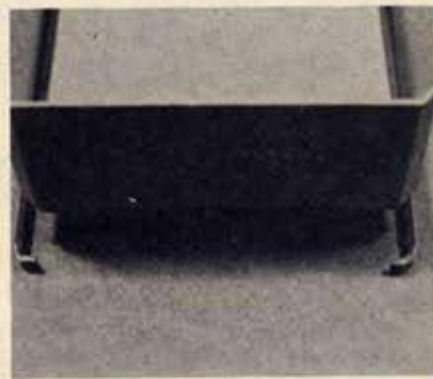
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14



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16

Cut one piece of Plastruct round tubing $1/8"$ diameter by $9/16"$ long for trailer king pin. Measure $1-9/16"$ back from extreme front end, and drill a $9/16"$ diameter hole in center width of pickup plate. Cement king pin in hole and to the trailer floor.

Cut one Plastruct Angle (A-6) $3/16" \times 3-5/8"$. Cut out eight (8) $3/16" \times 1/8"$ square cutouts in top of angle. Center two (2) cutouts are $1/2"$ apart and balance are $1/4"$ apart. Cement stake pockets into each cutout.

Cement completed unit to extreme rear of trailer frame keeping even with trailer floor.

Cut two pieces channel (C-6) $3/16" \times 15/16"$ for bottom side rails.

Cut one piece of Plastruct (SCHC-3) (.030 inch thick) sheet stock $1-1/2" \times 4"$ for trailer bulkhead.

Bend $1/4"$ from each end to shape of trailer front end and cement to trailer front $1/8"$ down from top of trailer front edge.

Cut one piece of "H" column (H-30) $3/32" \times 4"$ and score $1/4"$ from each end. Heat and bend to conform to bulkhead for top trim. File and sand smooth.

Cement finished top trim to bulkhead.

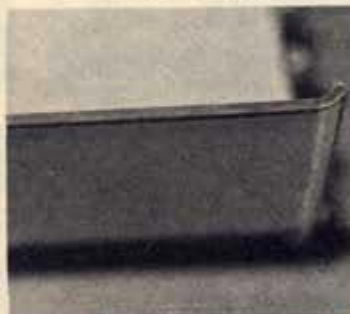
Cut six "H" columns (H-3) $3/32" \times 9/16"$ for bulkhead stakes. Cement six bulkhead stakes in place – four spaced $15/16"$ apart on front of bulkhead bottom edge, and one on each side at back wraparound of bulkhead. Cement a stake to each of the six pockets.

Starting at the front cement stake pockets (20) on each side $3/4"$ on center keeping top of stakes even with top of trailer side frame.

Using the two pieces of (C-6) channel cut in step (14) ($3/16" \times 15"$), measure $1/4"$ back from the front end, heat and bend to conform with front of trailer, refer to photo 16. Add a triangular piece to each rear of side rail. Cement to top side rails.



17



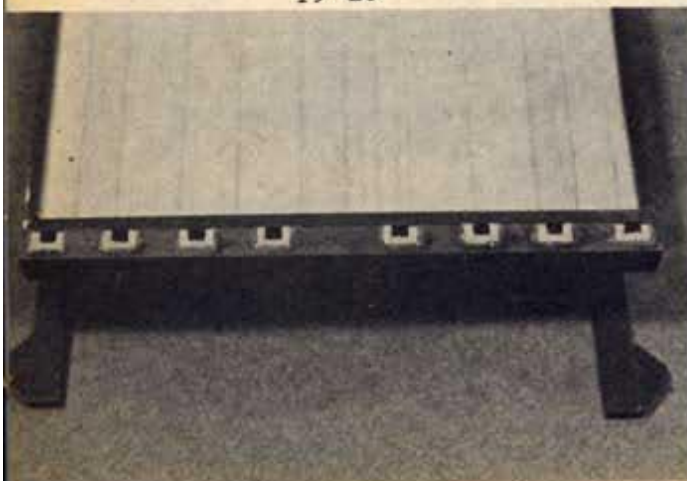
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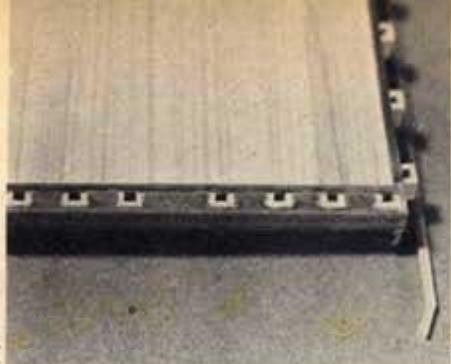


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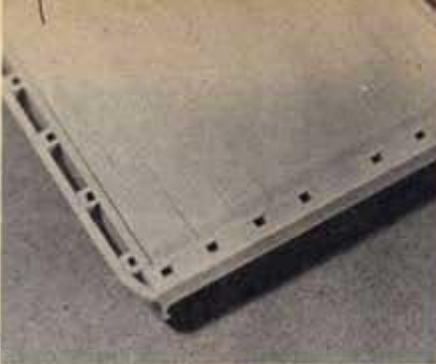


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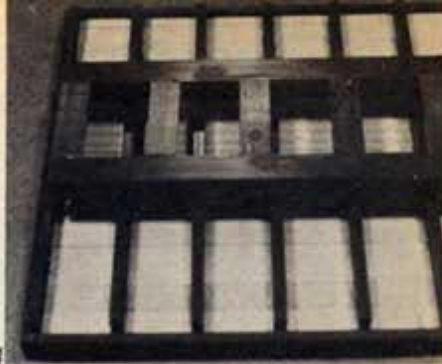
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24



Cut two pieces $1/16'' \times 14-3/8''$ spruce for rub or skid rails. Measure $5/16''$ from one end of each piece, saw part way through and bend. This then becomes the rear of the rub rail.

Cement rub rail to stake pockets, starting at front of stake pocket, keeping it even with top of stake pockets.

Cut two Plastruct angles $3/16'' \times 3/16'' \times 3-1/4''$ and five (C-8) channels $1/4'' \times 13/16''$ for cross members. Cement a cross member to each end of the two angles and one in the center. Space the cross members $1/2''$ apart. Cement the completed unit to the extreme rear of trailer frame for the suspension mount.

Paint and assemble wheels of your choice. I used the AMT Dirthauler wheels. Renwal service truck wheels can also be used.

Assemble or make own suspension. I used the Renwal service truck suspension.

Assemble wheels of your own choice to the suspension.

Cement wheels and suspension to underside of trailer at a setting of your choice. Example - extreme rear for western setup at a scale of 102 inches or $3-3/16''$ from rear of trailer to center line of tandem or in between for a setting as used on a sliding tandem. I chose 72" from extreme rear or $2-1/4''$.

Cut two pieces of Plastruct round tubing (TB-6) $3/16''$ diameter for dolly wheel supports. I used the dolly wheels from the AMT Dirthauler as they telescope into the Plastruct tubing for a perfect fit. Cement completed unit under trailer on the outside of the tenth cross member from the front. Cut one piece of $1/32''$ diameter wire three inches long. Bend in the middle to form a V and cement to front of dolly wheels. Cut two pieces of $1/32''$ diameter wire $1-1/4''$ long for rear dolly wheel supports. Cement to inside dolly wheel support and to trailer frame.

Bend a pin to the shape of a crank for the dolly wheel crank. Drill hole in right dolly support and cement crank into hole.

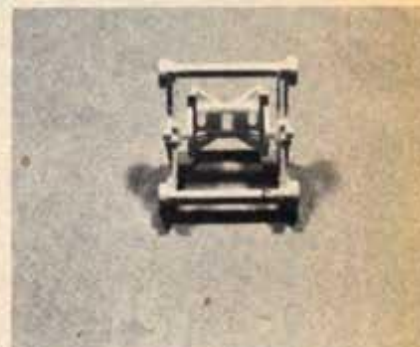
Cut one piece of Plastruct (B-4) beam two inches long. Measure $1/2''$ from each end. Heat and bend to a 90° angle for cross beam of tire carrier. Cut one piece of (B-4) beam $1-3/4''$ long. Measure $5/16''$ from one end and bend to a 90° angle for the other cross beam. Cement to trailer underside as per photo 31. A spare tire can be added or tire carrier and tire can be omitted as this is an option.

Cut two pieces of (C-8) channel $1/4''$ by one inch for rear bumper uprights. Cut one piece (B-6) beam $3/16'' \times 2-1/2''$ for bottom cross beam of bumper. Measure $5/8''$ from each end of the beam and cement uprights at these points. Cement completed unit to rear of trailer at an equal distance from each outer edge.

25



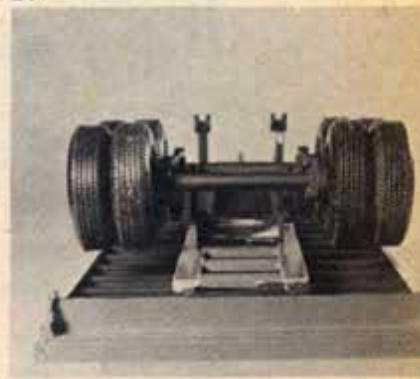
26



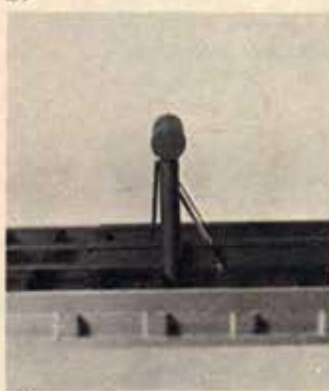
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31

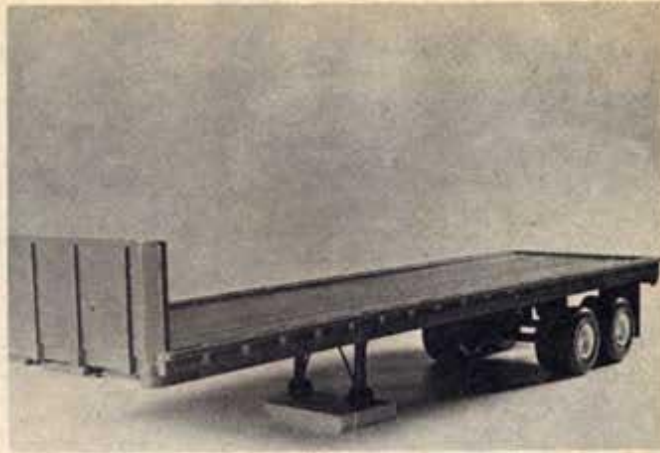


32

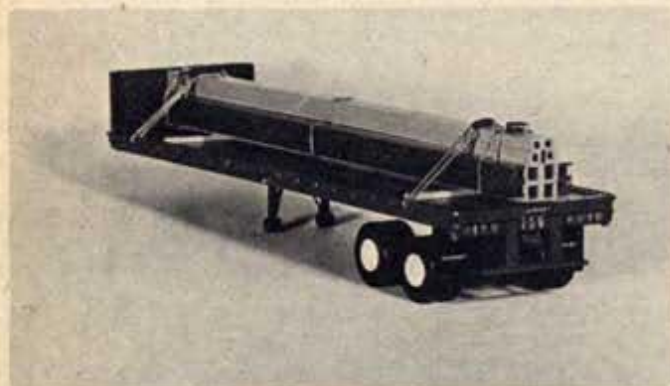




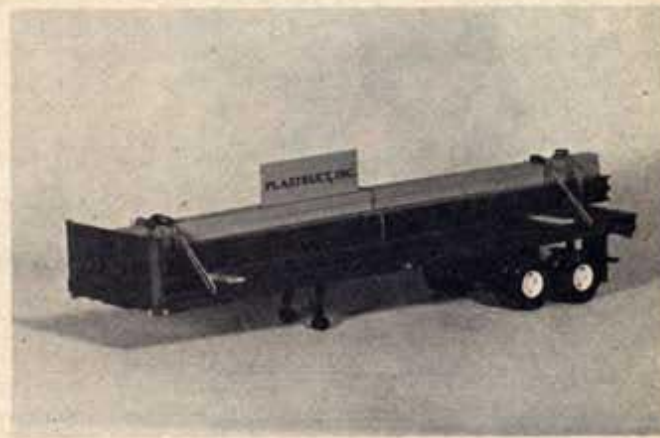
Cut two pieces of (SHSC-3) .030 sheet stock 1-1/2" x 15/16" for trailer mud flaps and paint flat black. If desired, add name of trailer to each flap using Auto World Instant Lettering. Cement to rear of trailer behind the wheels.



Completed except for lights, trailer should resemble this photo.



Trailer lights can be made from Plastruct round tubing and sheet stock. Instead I dug into my spare parts box and located suitable lights. Location and placement will vary with different makes of trailers. Consult a sales brochure of the make of your choice for the proper location.



For a load for the trailer, I selected Plastruct (H) columns and square tubing. Load is held onto the trailer by jewelry chain. Small springs are used for "binders" to keep chain tight. This type of trailer can also be used to transport lumber and machinery. A sign board for the product to be transported can be made from Plastruct sheet stock and Auto World Instant Lettering.



Completed trailer is loaded and hooked to my Autocar tractor and ready to roll!



SNOW HOGGER!

Revell's Empi Dune Buggy kit provides the basic goodies for this unusual custom

Every winter, thousands of sports-minded souls travel the flat hi-ways across our fair land in search of the mind, and often body bending pleasures on the slopes of ski-resorts. Here in Colorado, the activity reaches a fever pitch from November to early April. Cars of all types are seen on the winding highways over such passes as Corona, Berthod, Loveland and Squaw. The rear-engined cars seem to have an advantage over the "tractors" since their weight bias is favorable to good traction.

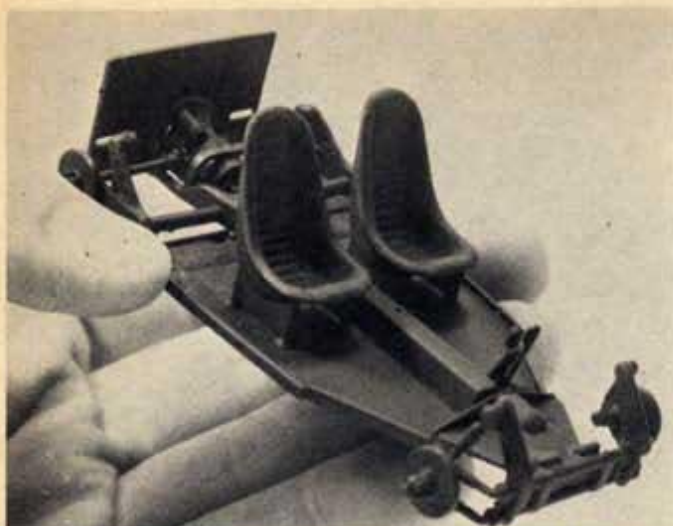
Here, in a simple conversion, is a standard Empi Imp Dune Buggy, by Revell, with some of the added comforts and accessories necessary to handle the high country in style. Jeeps are quite expensive, and so are other fine four-wheel-drive vehicles. But for the budget minded skier,

why not a dune buggy designed for snow travel? Sound right? Let's pursue this theory in model form.

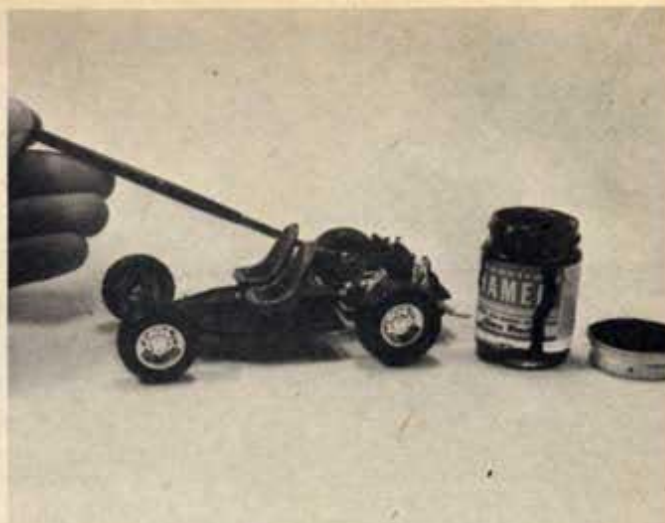
First, a fiberglass top would give the skier a few creature comforts not normally found in the sea-side dune buggy. Then, for fog and "low ceiling," we've added the amber driving lights. The gas heater becomes an essential part of our "cool bug" and the tinted amber windshield will help us better define the moguls and changes in the snow-packed, off-the-beaten-path roads. The gold metalflake color scheme will make this car easy to see and look at, both on the slope-side and back home at the campus. Special hi-traction tires and a ski rack round out our car for the hills.

This custom is designed for the beginner. It is simple, easy to make look good, and a very satisfying model can be placed with the others on your display shelf. Have a ball . . . all ski nuts do!

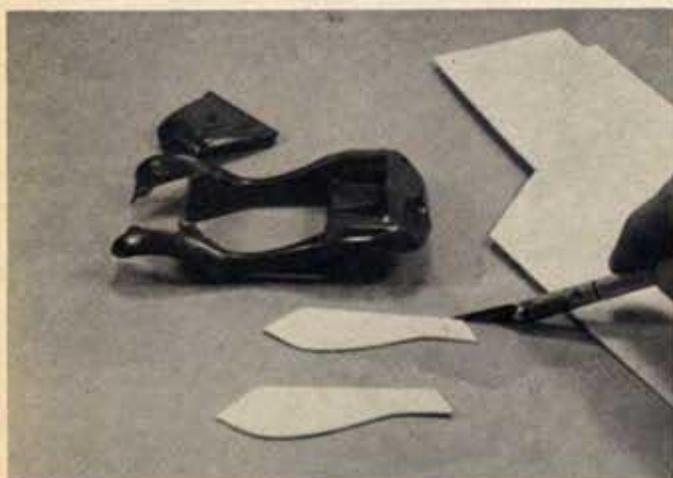
By Ben Millsbaugh



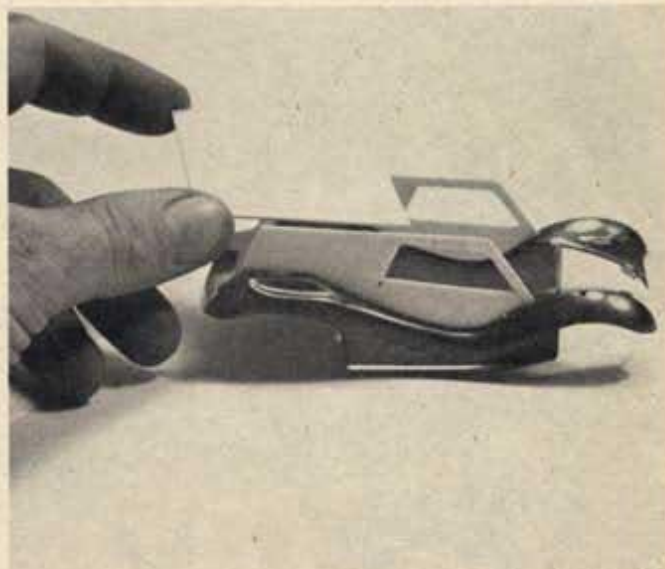
Using the instructions in the fine Revell H-1274 Empi Imp Dune Buggy kit, assemble the frame and suspension unit to about this point. Using Pactra's SF1 Black (flat) paint, spray the entire assembly.



Careful painting and detailing with various colors will add a lot to the basic VW pan and suspension. The seats are painted to resemble a fine vinyl and the final detailing should give you this result.



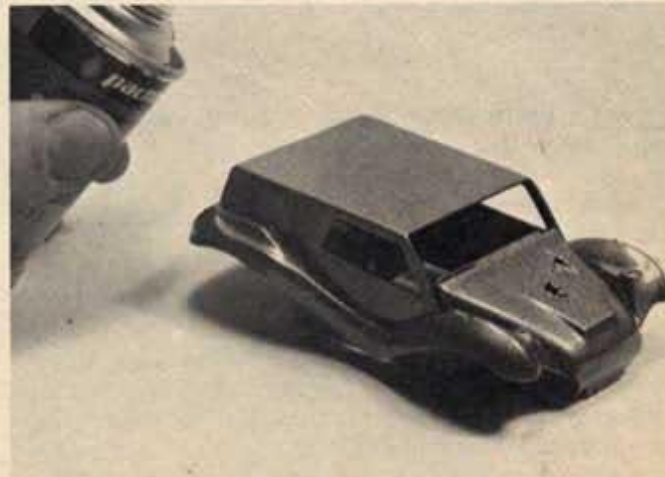
Two side pieces to the hardtop are cut from 1/16th or 3/32nd sheet styrene. Make sure that the pieces extend (on the fender edge) from the windshield to the rear "deck" of the body. A multitude of designs can be made so individuality is a simple end.



Once the pieces are cemented into position (after the windows are cut out), a top can be cut to fit as shown.



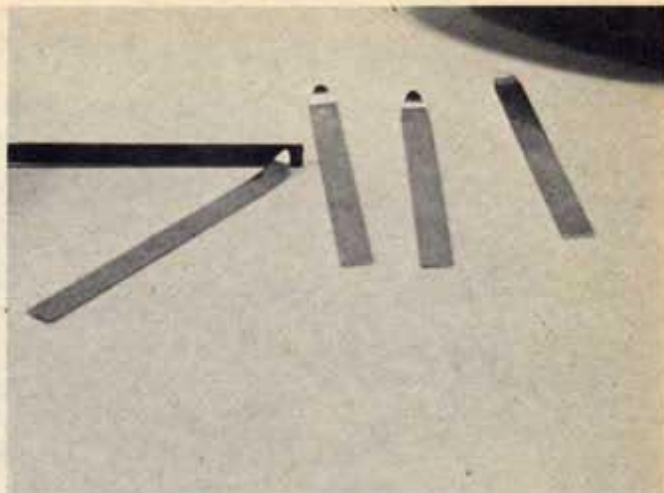
Here is a good shot showing the proposed hardtop. It looks square now but look at it in the final shots . . . looks good and sturdy. Make sure that the pieces of the tops are even from the sides and fore/aft views. A high quality of body putty such as AMT Customizing or R-M's Green Stuff is used to cover the unsightly seams at the glue points. After the putty is thoroughly dry, a sanding block or regular sandpaper can be used to bring the surface down to the desired smoothness.



Pactra's Gold Undercoater is then shot with final coats of Candy Pagan Gold S28. Any good quality metalflake can be used and multi-color schemes will add more to the basic bomb.

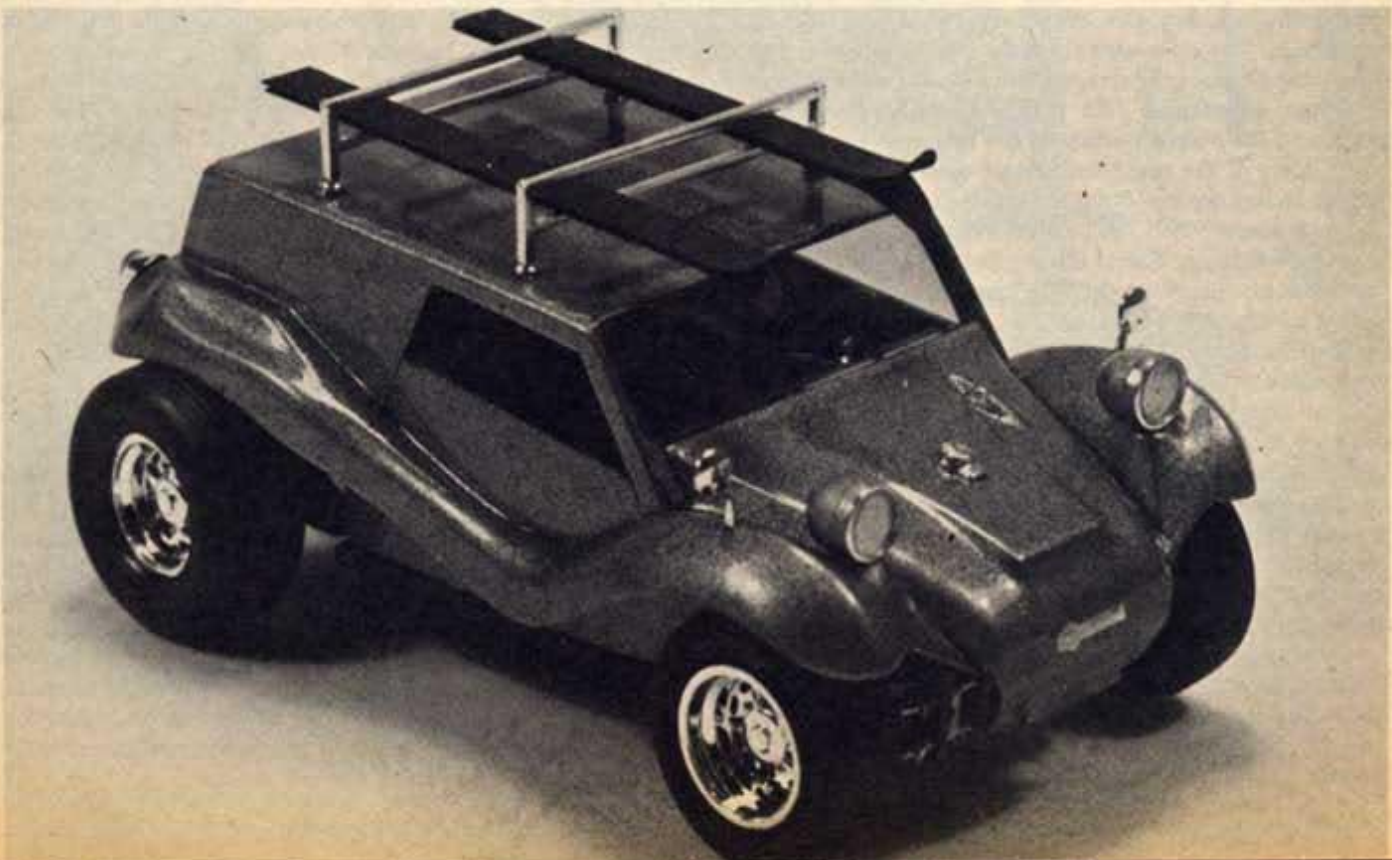


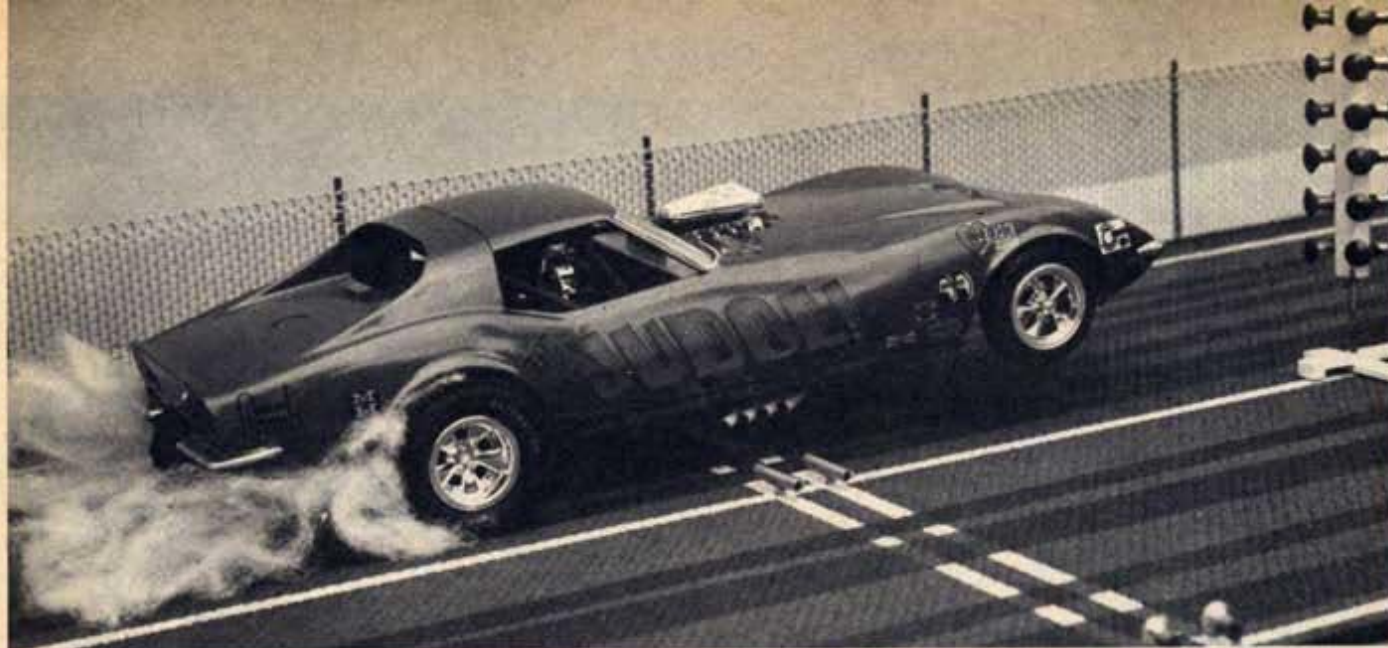
After the paint is thoroughly dry, a pair of ski-racks, made from plastic trees or taken directly from the surfboard racks of the Revell Bed Bug VW bus, are installed. The racks are painted in authentic chrome using the old reliable Testor's silver.



1/16th inch brass strips, about 1/4 inch wide, are cut in three inch lengths. These are then filed and curled to look like skis. The skis are then painted flat black. An added touch would be to polish the edges, after the paint is dry, to make them look more real. Other details such as mirrors, lights and the like are added. It might be noted that the Candy Pagan Gold when sprayed on clear plastic, adds the desired amber color to the custom made windshield and driving lamp lenses.

Here 'tis . . . fun for sand and snow. A few added touches such as full interior details, bindings on the skis, ski-boots and the like can be further added for show points. However, as it is, basic, the gang down at the model shop will really go for this "SKI-DUNE . . . snow bomb."





"FABULOUS FUNNY"

Combine AMT's '70 Corvette and longnose Mustang, and you get a

Big on the drag strip scene these days is the wild funny car trend. Represented are many body styles and various makes of automobiles, all the way from the little Volkswagen to a twin-engined Corvette. Gaining in popularity over the past few years is the Corvette bodied funny car.

A funny car consists of a one-piece fiberglass body molded from an actual real car. The chassis is made of tubing, and the brute force is usually provided by a Chrysler, Chevy or Ford.

As a rule, funny car builders select the more sporty model of the manufacturer's line like the Mustang, Camaro, Charger, etc. The Corvette is by far the more racey of the American cars but the big drawback is its very short wheelbase. The only way this one can be adapted to the funny car chassis is by stretching the body to accommodate a longer wheelbase. This is accomplished by adding a section to the middle portion of the body.

Builders of the real funnies start out much the same as I did in stretching the Corvette kit. To build this extended Corvette model, two AMT '70 Corvette kits and the AMT Longnose Mustang Funny Car kit must be used. The second Corvette kit provides the 3/4" spacer section which is added to the body in front of the windshield. This section retains the proper body contours which would be next to impossible to duplicate in flat plastic.

The Longnose Mustang chassis was selected because of its very fine detail and its adaptability. It can easily be shortened to the proper wheelbase. A number of funny car kits are available, but this one seemed ideal because it could be shortened to look as if it belonged to the Corvette body without the appearance of a hatchet job. Cutting it like the pattern removes a section of the frame and careful gluing defies detection that any bracing was removed.

Due to the difference in body widths between the Mustang and the much narrower Corvette, it is necessary to move the rear wheels in 1/4". The drawing shows where to file the rear end and the necessary amount to bring the wheels in. This step can be eliminated which leaves the tires

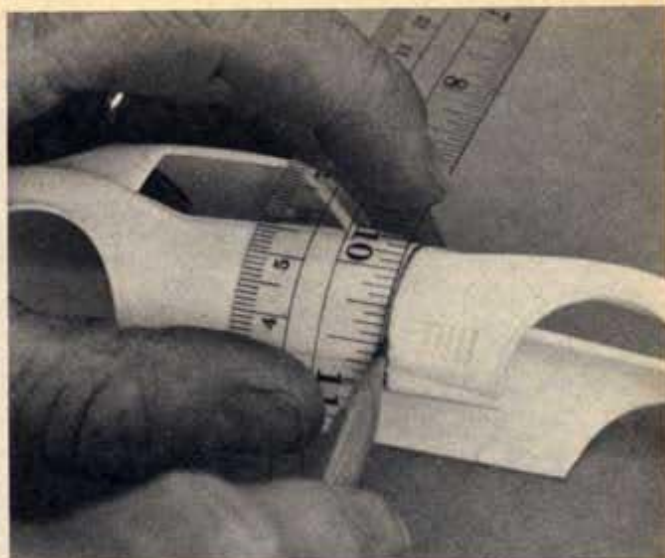
extending outside the body. Agreed, this looks wild but the real funnies do not run this way.

The Chevy engine was used for the power plant utilizing the blower, manifold and injector from the Mustang engine. Cutting the motor mounts from the front plate of the Ford engine and gluing them to the Chevy block gives an authentic engine mounting for the chassis. The only other chassis modification is to shorten the driveshaft to a length of 5/16".

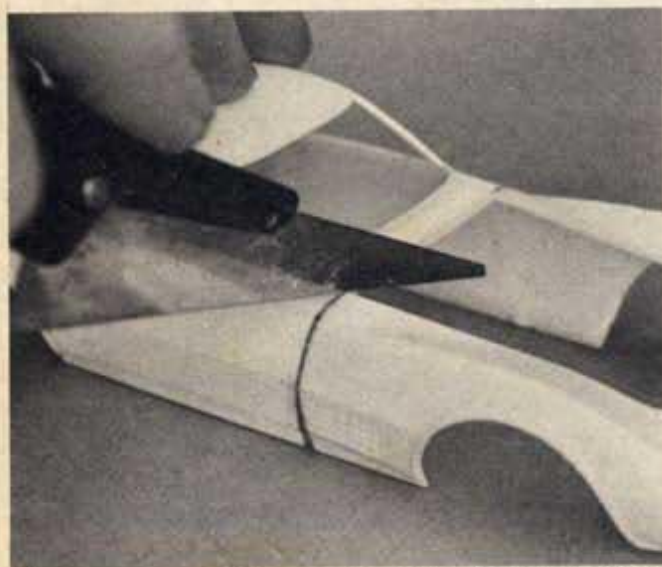
I chose not to take the space here for detailing the engine, as it seemed more important to show all steps concerning the body modifications. The real engine photo was included for your reference. The engine was detailed with regular sewing thread (red or tan) for the spark plug wires and gray heavy-duty thread duplicates all fuel lines and water hoses. The area where the threads are attached to plastic parts can be painted red, blue or brass color to simulate the anodized metal fittings. A notch was filed on the headers (from the Mustang engine) on the back side near the top to allow it to be bent. Then the header can be glued to the engine block at the proper angle.

The interior aluminum panels on many real funny cars are anodized in colors such as gold or blue. This is a very striking feature on most cars. The inner shell and floor pan of the model were sprayed with AMT's Gold Base, which is used for candy paint jobs. The frame and body are both lime green. To begin with, they were sprayed with a coat of AMT Emerald Green Metalflake. It is important to allow sufficient drying time. Then a light coat of Lemon Lime was sprayed over the green. This fabulous lime green metalflake paint is a complement to the gold interior paneling.

Though it may seem extravagant to use three kits to build one model, there is another avenue of thought here. Any one-of-a-kind project requires more time, effort and capital outlay than just building the kit version. When the project is finished, you will have an unusual and groovy model to add to your collection, and, in addition, there will be many parts left over that can be used on other projects. So put your skills to work on this long-nosed funny car. I know you will be pleased with the results.



Mark the Corvette body to be cut in half. Start at rear corner of hood opening and mark across top and down side of body behind recessed area.



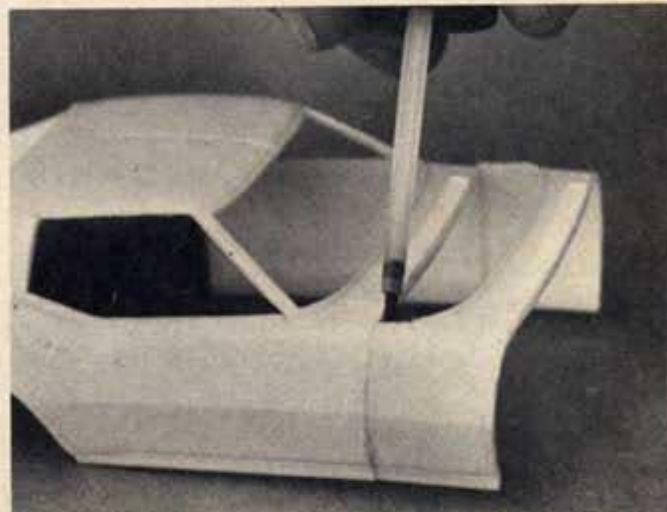
Place razor saw against rear edge of hood opening and cut carefully along guide line to separate front of body.



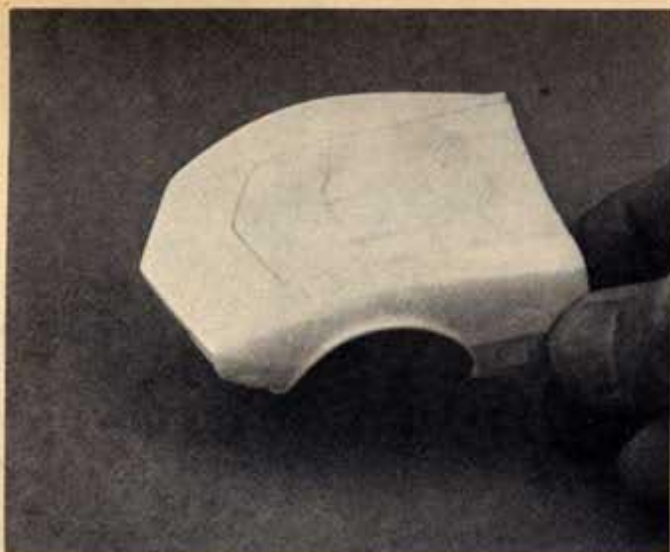
Mark guide line on second body as shown in No. 1. Measure $3/4$ " back from this line and draw another line at the same angle as the first.



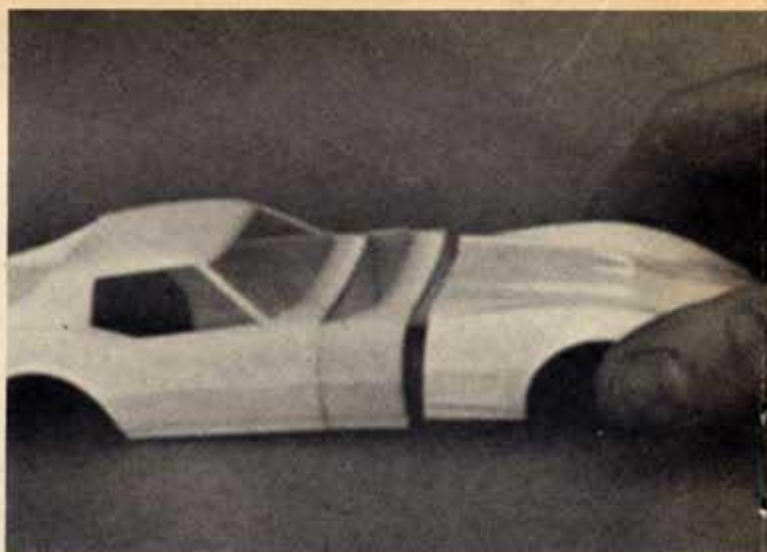
After windshield posts are removed from body, saw off spacer section of second body. Cut on lines, exactly.



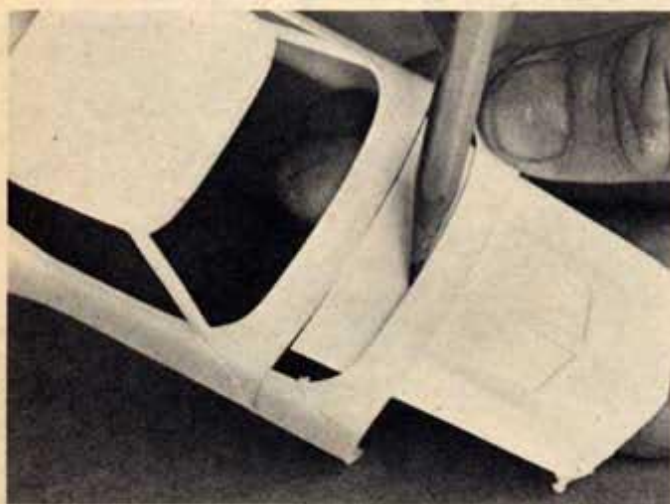
File side extension to fit body perfectly and glue section to first body piece. Make sure side contours match exactly. Set aside to dry completely.



Check hood fit and then glue into place. Liquid glue works best here as it can be brushed on underside and gives a good bond.



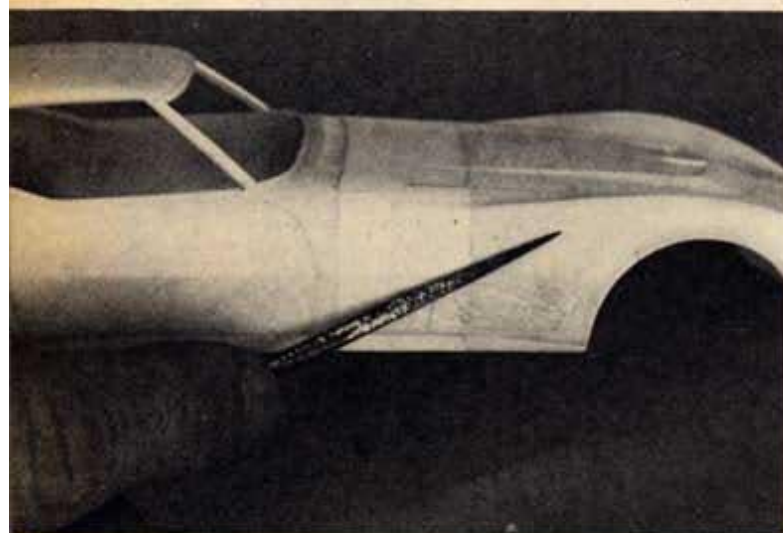
After gluing hood onto front fender section, check the body and joining edges to be sure the two units will be a perfect match. Set nose aside until glue dries.



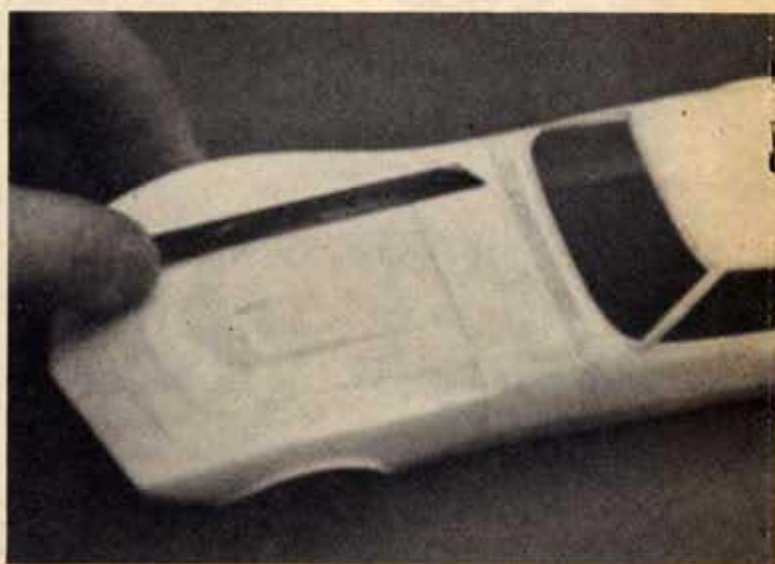
Before front end is glued into place, hold hood from second Corvette kit under body and mark off for filler piece. Small spaces beside hood section should be filled with small pieces of flat plastic.



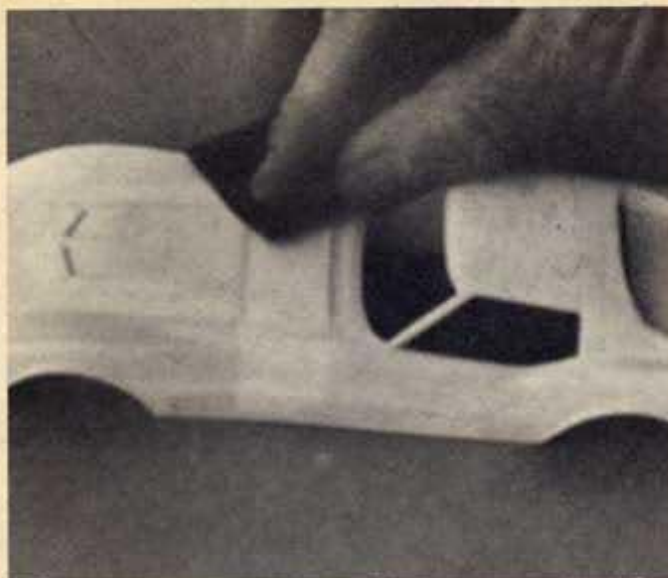
After hole in hood is filled in and filed smooth, glued joints should be filled. Side vents can be left as they are, or putty them in.



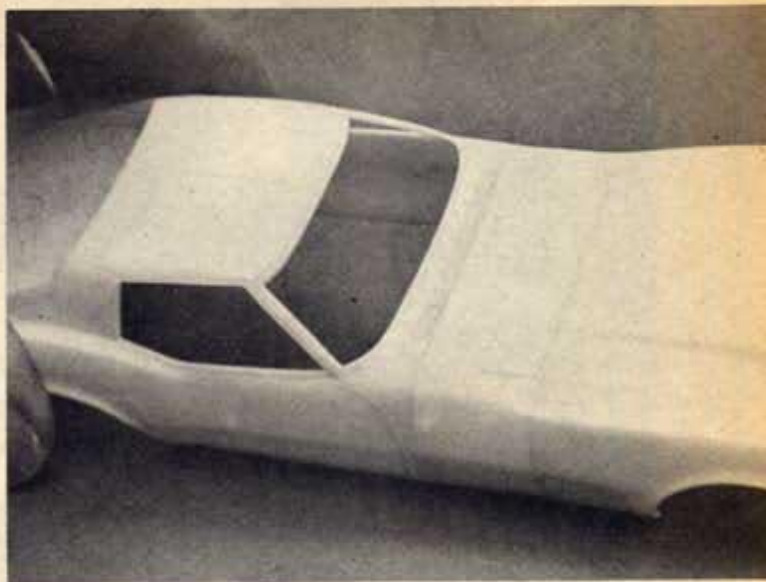
When putty is thoroughly dry it should be filed to body contours. A second filing might be necessary to fill all joints.



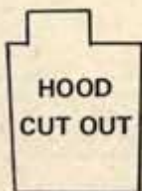
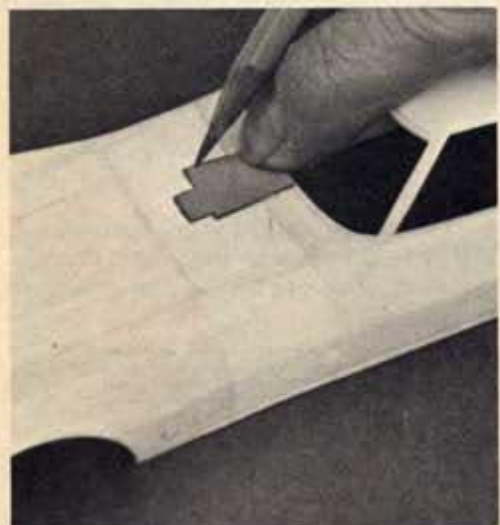
To extend hood contour, file raised lines back onto new section.



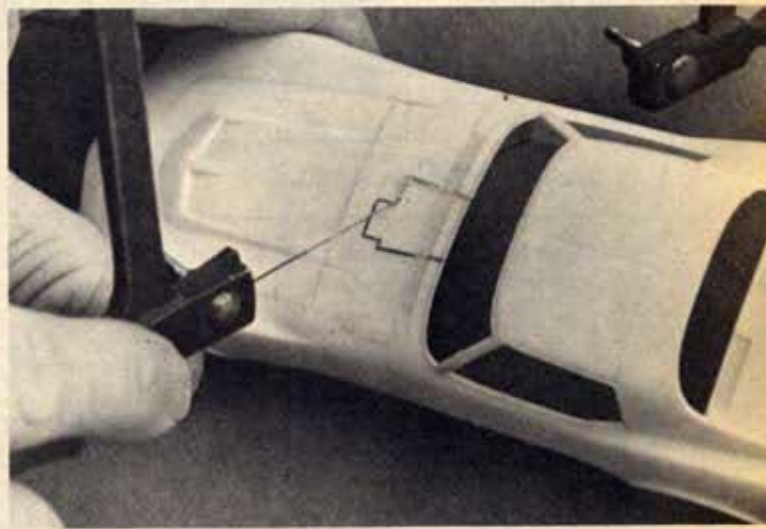
File puttied areas smooth and sand body with No. 320 sandpaper. Finish off with No. 400 paper.



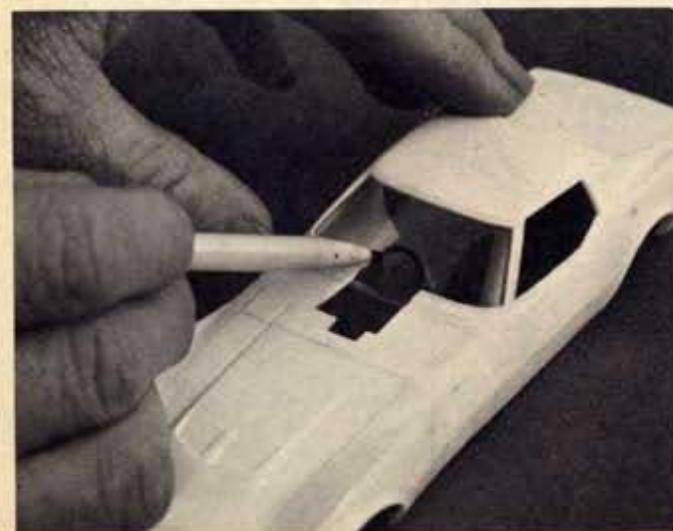
All door, hood and headlight lines were puttied in. Decide for yourself whether or not to leave the door lines on body.



Make a heavy paper pattern of this hood cut-out drawing and trace it on the center of the body. Be sure to place edge on windshield frame.



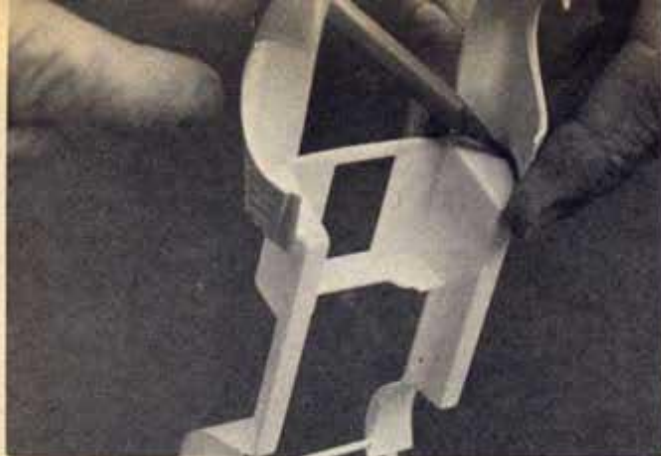
Use a jeweler's saw to cut along line on body. Work carefully, as this section is not as strong due to the added section.



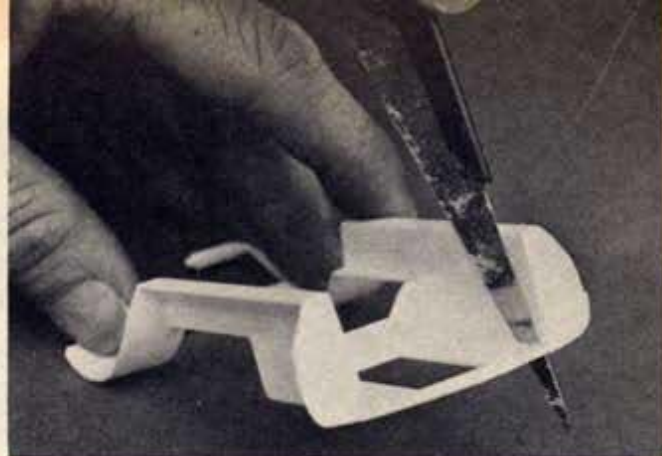
File edges of blower hole smooth and place windshield clear plastic unit into place. Then mark a half-round hole, 1/4-inch up into windshield.



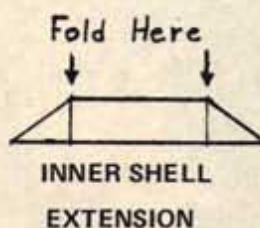
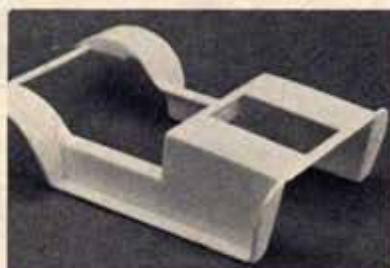
Now that the body work and painting are over, the fun begins with the finishing detail. Carefully brush on chrome silver paint to windshield molding. Apply a few appropriate decals.



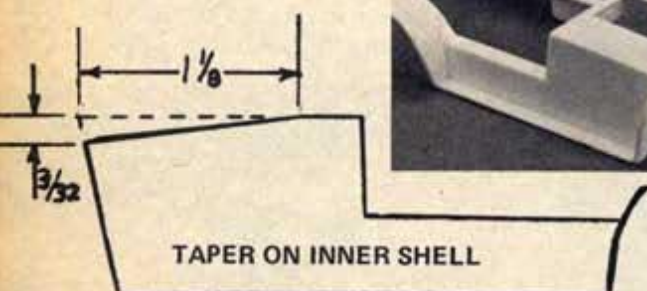
Hold front section of the second body to inner shell and mark the inside contour on this unit. This modification is necessary so that shell will fit into the narrow body.



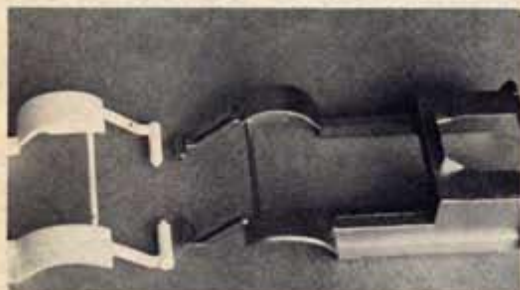
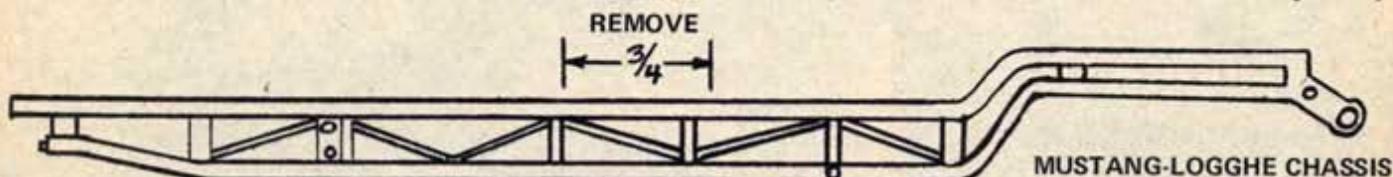
Front portion of this unit must be tapered so the part does not extend below body edge. Hold part upsidedown and cut back 1-1/8-inch along sides.



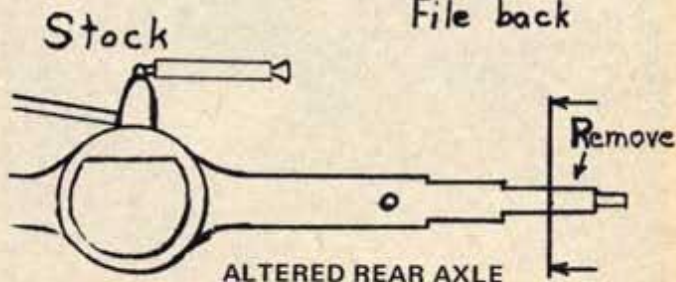
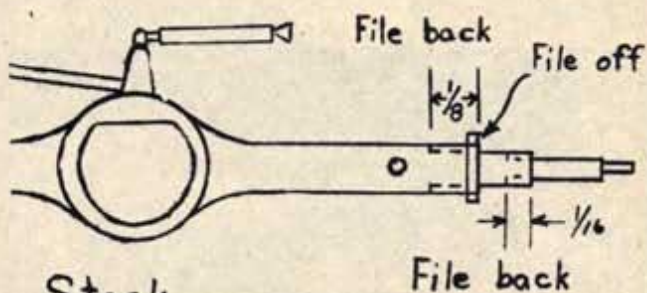
Small extension was cut from file card, according to pattern, and glued to back of hole on inner shell. Base gold or silver paint makes the unit look like aluminum paneling.



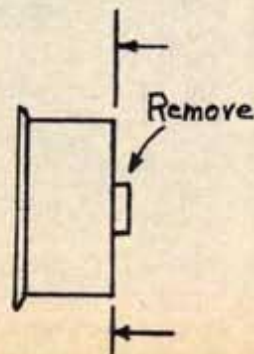
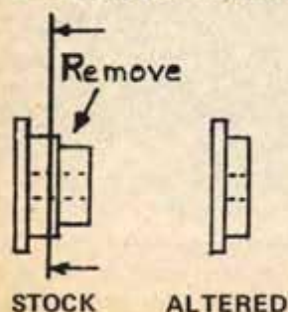
Top edge was filed to match taper at front of part. Hole in top for blower should be enlarged to measure 7/8" across.



Due to narrow Corvette body, the pivot pin arms must be cut off inner shell and moved inward. Pins must also be shortened. Stock Mustang unit compared with reworked unit shows problem clearly.

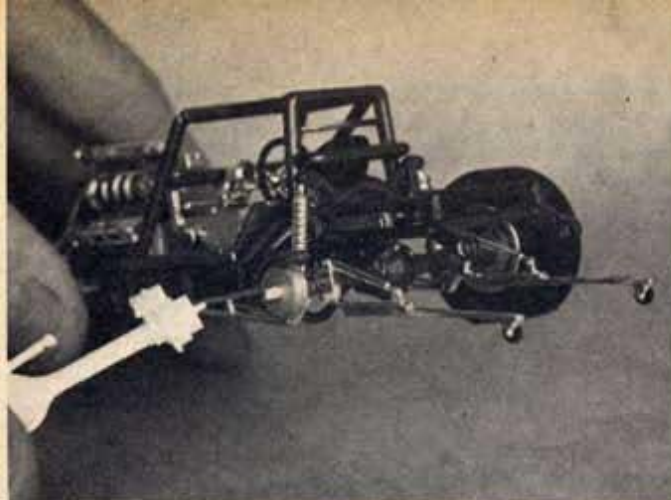


These drawings are not to scale but show alteration to move wheels and tires under body. Work from drawings and problems are solved.

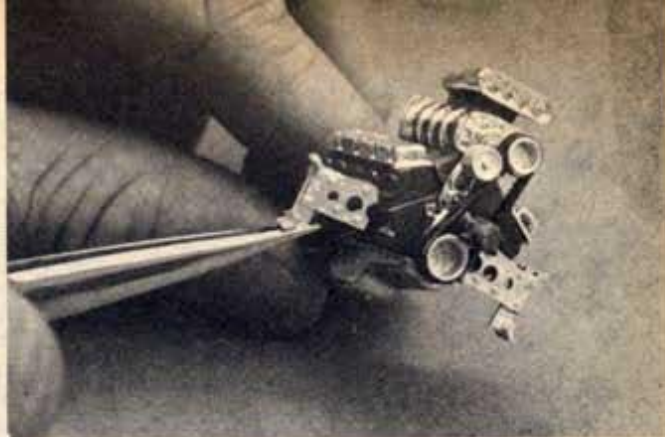


REAR HUB

REAR WHEEL



Notice how much has been removed from the brake area. Wheels can now be glued on.



Engine is a Corvette with Mustang blower set up. Mounts from Ford engine are glued to front of engine. Set engine into frame before glue dries for proper placing of these parts.



Use this engine as a guide in detailing the Chevy engine. This one powers a full-sized funny car.



Use a small 3-cornered file to make a V-groove on the back side of the Ford headers from the Mustang kit. This lets top edge bend over to fit properly on the Chevy engine.



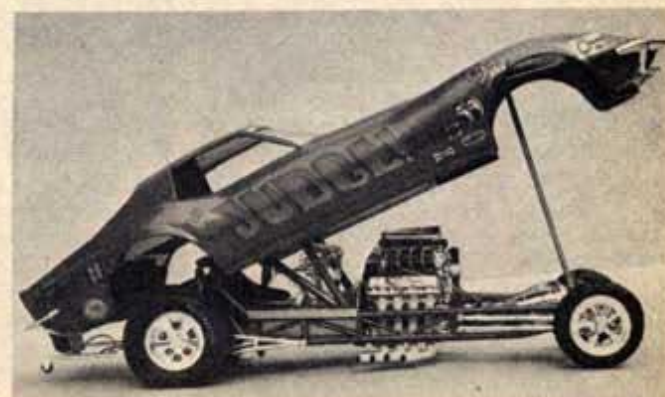
Small wheels on end of wheelie bars are painted flat black for added realism. Remember, little details like this often bring the top prize in a model contest, etc.



It's looking good! Headers were painted flat yellow to simulate heat resistant paint used on the real cars. Ends are painted flat black. Recessed area on blower is red. Bucket seats are flat black with harness detail in brown.



Authentic looking M&H Racemaster wrinkle slicks were borrowed from the AMT Camaro SS 396 kit. The white plastic units were sprayed flat black and then paint was filed off raised letters.



Parachute from Mustang kit is painted flat black, backed with file card, and mounted to license plate recess.

The United Slot Racers Association and Champion of Chamblee teamed up to bring Southern Calif. its first big race of the 1970 season. There had not been any big Arco races for over a year, and these races have been missed by the racers across the country. For 1970, Champion is going to co-sponsor a big race in about six different areas around the country, so be sure to attend the one in your area. The Arco races have been run by Bob Rule and Jack Lane of Champion before, and although they did a fantastic job, it required their whole time to officiate, leaving no time to promote Champion products. Now the races will be run by a local group in each area leaving Bob Rule time to communicate with the racers and also relieving him of the headaches connected with running a race.

to win one. The amateur main was sort of a destruction derby with only three cars being able to make it all the way through. Don Aspensen, who had a second in the semi, must have used that experience to see him thru the main as he took first place with 419 laps. Paul Gutsch, who was the quickest qualifier with a great 4.85, and the only one of the four with sitouts to finish the race, took second. Bill Harbit, who won the semi, took third just three laps ahead of Don Meinberg who had a third in the semi. Don was running in second, half way through the race, but a crash cost him 51 laps and dropped him to fourth. Don has to drive from a wheelchair and cannot even use his fingers on the controller and he can still do this well! Fantastic! Dave Osborne, Dick Francis and Gary Summers were all involved in crashes,

there was so much glue on the track I couldn't get used to punching through it. I knew my bubble was going to burst though, as following me was Bob Green, of the Green motor fame. Green holds the semi-pro record at 4.57 and I knew it would be no sweat for Bob to cut me. But the glue took its toll again and the best Bob could get was a 4.84. Thanks for the sitout, Bob. But the greatest agony had to go to Ed Lewis of Champion. Ed came all the way from Georgia for the race. He and I were on the track together, earlier, practicing and he was running pretty good. He had a full sidewinder that I got to drive a little and the traction was unreal. But when Ed qualified the glue was too much and Ed couldn't even get one timed lap. Hurt! But Ed's trip wasn't a complete waste. He showed us some of the new

U.S.R.A./ARCO ROAD RACE

The first big Southern California race of the 1970 season

The U.S.R.A. chose Speed & Sport's Blue King track as the sight for this race for two reasons. First, it's the best track in Southern Calif. and second, it's the track the N.C.C. race will be run on next month, so it gives us a little more practice time on the track. This track was co-holder of the official quick time on a Blue King track with two other tracks in the country at 4.70. This was set about three months ago at our last race here. Since that time, Ron Granlee, who was voted track owner of the year by the U.S.R.A., had rebraided the entire track with wider braid. This increased the power and contact and the records started to tumble. Mike Kondor started it off with a 4.60. A couple weeks later Lee Gilbert turned a flawless 4.47. Another week later Mike Steube turned one of those horsepower jet laps he's become famous for, pushing the record down to an out of sight 4.42. But the warmup races belonged to the team of Mike Morrissey and Mike Kondor. These two alternated to win four of the races, driving a good race, going fast and keeping out of trouble. This would be an interesting race indeed.

The amateurs started the action off, and they really had something to shoot for. Bob Rule of Champion sent out silver champagne cups and silver plaques and Team Champion jackets for the amateur main and were they ever beautiful! Everyone was hoping

forcing their early retirement.

Qualifying for the pros was "very interesting" and nobody could have predicted the outcome. How could you foresee the whole Checkpoint team ending up in the "A" consie? Unbelievable! Or John Cukras in the "B" consie? But you would have had to see the qualifying to understand it. It all added up to glue. For some the glue dropped their E.T. 20 hundredths, but for others it added 20 to their E.T's. Earl Campbell used a ton of glue and Earl could punch every corner, and he did, ending up with quick time at 4.52. Terry Schmid also used a lot of Glu-It to cut a fine 4.55. A case in point as to how much difference equipment makes is Terry. While on the Checkpoint team, Terry was Driver of the Year in 1966 and 1967. Then, moving to the Mura team, Terry couldn't buy a race. And now just being on the Zimmerman team for two races he's won one and had second quick time in the other. For John Cukras it was pure agony. John normally uses more glue than anyone but today he was wiping it up and the car was just jumping straight out in the corners and John ended up with a 4.88. Tom Hansen did his thing and ended up with quick time in the semi-pro class — again — with quick 4.66. I was on the bubble spot for a sitout in the main with an average 4.80. I was one of the last ones to qualify and by the time I qualified

products Champion is coming out with. He had a car built with a new smaller can that makes it a snap to build a full sidewinder. And Champion is also coming out with another new motor that will be similar to the Green motor. With about 95 percent of the guys here using Arco DZ magnets now, these new motors will be a welcome sight. They'll also feature a new .005 armature that should be a winner. Champion has always placed quality at the top of their list and their slot racing catalog is like a Sears catalog. Champion makes just about everything for a slot racer and if you check their catalog you'll probably find some items you didn't even know existed.

The semi-pro semi-main was as even competition as it's possible to get. Seven of the cars were qualified in the 4.80's with the exception of Bob Bernhard, who moved up from the A consy. But the race belonged to Lynn Stokey who was brought up on this track. And starting to make a comeback was John Street who got second, followed by Bob Green and the newest Checkpoint team man, Herb Wade in fourth. The main was a good tight race right to the end. After four heats, Tom Hansen held a one lap lead over Fred Hood and myself. Tom was running his own chassis with a green can and Dale armature, Hood had a Gilbert rod chassis, Green can and Certus arm, I had a Gilbert plate car with a Green can and some Champion experimental

Photos by Al Hall

Blue Dot magnets that are the next step beyond, and a Steube 26-27 wind on a Thorp .005 blank that made my car an absolute rocket. I didn't belong in the same fast company as Hansen and Hood, as they both could pull me five feet a lap in the corners but I could pull them five feet a lap in the straights. What a feeling! This was truly a day when "slot racing is fun." Until I got to the black lane that is. Quite a few cars had been launching on the black lane in the earlier races, so I was taking it easy. But the car looked stable, so I kept increasing the speed a little each lap. Then it happened. Straight up into the bankwall. This shifted the motor a little, slowing it down, but the plate chassis was intact so I lucked out and got to finish the race. But Hansen and Hood continued the duel, with Hansen holding on to a five lap lead going into the last heat. Hansen had to finish on the black lane and Hood slowly started to reel him in. Hansen was afraid of launching so he had to cool it and with less than two laps to go Hood passed Hansen for the win. I finished third with John Street taking fourth. John was doing a good job of driving, but he was underpowered. He was on the lane next to me and every time I'd jet past him on the straightaway he'd say "where'd you get all that power, Gene?"

The pro program was "sumpin else again." Fred Hood and John Cukras made the move-up out of the "B" consy. The "A" consy had a lineup that could have been mistaken for the main event. John Stephan won this and was followed in by Mike Steube. John Cukras just missed the move-up. From here on everything started to happen. In the semi-main Mike Morrissey chose the black lane to start on. Mike launched twice in the two minute practice session but had his car repaired in time to start the race. The cars were teched, then each driver had two laps to check his car. During the first lap Mike Steube blew a gear. The race started with Steube in the pits. On the third lap Morrissey launched on black again. (I know how you felt Mike) and was hit broadside by his teammate Mike Kondor! It demolished Morrissey's car and badly tweaked Kondor's car. Azzara launched on purple after 25 laps and was out. Ken Kessie drove a good race to win the semi with John Stephan just a lap back. Lee Gilbert and John Anderson took the other two move-up spots.

Before the start of the main we had a break for Al Hall to take pictures and had one of the most interesting demonstrations ever seen. If you think you're a whiz at slot cars "you ain't seen nothin yet." Bob Rule gave us a

demonstration of yo-yo's that was just too much. I can remember when doing "around the world" with a yo-yo was the ultimate. But Bob Rule put on a half hour demonstration using one and two yo-yo's at a time, doing impossible tricks that I wouldn't even know how to explain and without repeating the same tricks twice! At the end of the demonstration the crowd was sorry to see him stop and gave Bob a great ovation.

Do you know that this is the first time in our four years of magazine races that I can remember that a team Checkpoint driver didn't make the main? It doesn't rain but it pours. Zimmerman placed two drivers in the main for the first time in quite a while. And a team that you're going to be hearing a lot from, Team Reeteetz, also placed two drivers in the main. Reeteetz is a products name of Mike Reedy's, who winds some pretty fantastic armatures. Quite a few of the amateurs and semi-pros have been winning with the Reeteetz armatures for a number of months, and now the pros are starting to jet with them. Mike also has the unenviable distinction of being our Race Director for 1970, with the whole U.S.R.A. membership solidly behind him.

The cars were teched, lined up and the main was underway. Out in front, and jetting, was Lee Gilbert closely followed by John Stephan. John was running a Gilbert RTR, which has to be the quickest ready-to-race car ever. At the end of the first heat Lee was less than a lap ahead of Stephan. After three heats, Lee was over a lap ahead of Stephan. Lee was looking good and probably feeling great with the closest car to him one of his own RTR's, plus the fact he had four other chassis in the main! This is also the first time I can remember a chassis builder so dominating a main with six chassis. Then disaster struck! To play it safe and pick up some fresh horsepower Lee put a new motor in between heats. When the race started Lee's car wouldn't run! The bus bar on the heatsink had shorted out. Stephan took over the lead then but there was somebody else starting to pull him in. Bruce Erickson started to run so fast it was unreal. These 36D brushes we're all running now, take a little more running in time to seat, and as they seat the car seems to run faster and faster. Bruce was passing everybody on the track with ease. He pulled up to within a lap of Stephan at the end of the fifth heat. The car that Bruce was running was Earl Campbell's back-up car! Can you imagine having a car good enough to set quick time in qualifying and then have your back-up car the fastest car in the race? Seventh



Earl Campbell, Team Speed & Sport, won concours, set quick time in qualifying and took fourth in the main with this Champion McLaren. Earl used a Gilbert chassis Green can with a Zimmerman No. 24 armature, Associated front wheels and tires, and Dynamic 3/32 rear wheels and tires.



One of the few plate cars running belonged to Terry Schmid, Team Zimmerman. Terry's complete car was built by Pete Zimmerman, and placed second in qualifying. This is one of Pete's experimental motors with a No. 24 wind, and naturally balanced by Zimmerman as were all the motors in the main. Body is a Zimmerman painted Rehco. Front tires are Rigger with Associated rears.

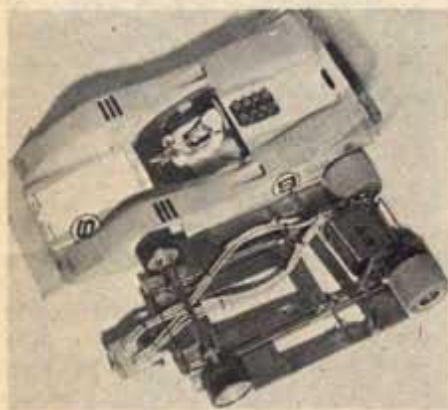


The hot set-up for this race was by Lee Gilbert. Lee had six cars in the main, identical to his own. Lee used two rails of piano wire, one .047 and one .055. Parma drop arm, .032 pat pans split behind the rear body mount. 3/32 axles front and rear with Dynamic front wheels and Husting magnesium rear wheels with Dynamic rubber. Lee also used a Green can, which he helped pioneer, and a Certus No. 24 wire armature & 36D brushes.

heaven!

As the next heat started it looked like Bruce was going to make a run-away with the race. Then the gear spun on the axle! Most of the guys are using 3/32 rear axles now and by shimming the gears to fit it's not an ideal situation. When this happened Bruce never uttered a sound. This is why he was voted the Sportsmanship Award of 1969 by the U.S.R.A. In comparison some guys can be heard a block away if their car comes off and is not put back on in less than a quarter of a second. And as if the gear wasn't enough, Bruce was hit by another car while being marshalled on the track and it bent the car. This left Stephan in a comfortable lead — or did it? A hard charging Rob Speight, who was voted Most Improved Driver of 1969, showed why, by pulling Stephan in two laps a heat. Rob is the No. 1 driver on Team Reeteez. But the heats were running out and Stephan won his first pro main by four laps over Speight. In his first race as a pro, Ken

Kessie stayed out of trouble and came in third. I know how good Kessie is, as he has been dominating the semi-pro ranks for a year with his Reeteez equipment. Ken also deserves much credit for being able to build his own chassis and be this competitive. Earl Campbell had his share of troubles but stayed in there to take fourth. Gilbert worked his way back up from eighth to finish fifth. Bruce Erickson was right behind Lee for sixth, after also having to move up from eighth. John Anderson was a little underpowered running a new experimental motor by Pete and finished seventh. Terry Schmid had his bad luck early when he hit a car in the bank and bent the frame, ending up eighth. At the end of the race there was as loud an applause as we've ever had. The new breed of pros had completely dominated the race, taking the first four places and showing everyone that the former semi-pros and amateurs had come into their own. This was a very popular finish to a great race.



Ken Kessie, Team Reeteez, built his own chassis and took a third in the main with it. Power was naturally by Reeteez, and wound by Mike Reedy on Thorp's new .005 armature blanks.



One of the most interesting cars in the race belonged to Ed Lewis of Team Champion. Ed built the plate chassis which has no drop arm. The bat pans are plumbed but do not tilt. In the center of the chassis cutout is a weight mounted on two rods that shifts to the rear on acceleration and then shifts to the front on braking.



Five of the hottest drivers in the race. From the left, Rob Speight, Team Reeteez, voted Most Improved Driver of the Year by the U.S.R.A. for 1969, qualified in third position and finished second in the main. Ken Kessie, Team Reeteez, a former jet semi-pro running his first race as a pro took third in the main. John Stephan, who had won an amateur main, a semi-pro main, and has now made his conquest complete by winning this pro main. Fred Hood, winner of the semi-pro main. Lee Gilbert, Team Certus, chassis builder supreme, placed six of his chassis in the main.

NAME	TEAM	E.T.	LAPS	BODY TYPE	MOTOR CAN	ARMATURE	WIRE	MAGNETS
JOHN STEPHAN		4.65	465	CHAMPION McLAREN	GREEN	REETEEZ .005	27-28	ARCO DZ
ROB SPEIGHT	REETEEZ	4.59	461	CHAMPION McLAREN	GREEN	REETEEZ .005	24	ARCO DZ
KEN KESSIE	REETEEZ	4.63	441	CHAMPION McLAREN	GREEN	REETEEZ .005	24	ARCO DZ
EARL CAMPBELL	SPEED & SPORT	4.52	432	CHAMPION McLAREN	GREEN	ZIMMERMAN .007	24	ARCO DZ
LEE GILBERT	CERTUS	4.61	425	CHAMPION McLAREN	GREEN	CERTUS	24	ARCO DZ
BRUCE ERICKSON	DYNAMIC	4.60	422	CHAMPION McLAREN	GREEN	CERTUS	24	ARCO DZ
JOHN ANDERSON	ZIMMERMAN	4.63	418	ZIMMERMAN McLAREN	MURA	ZIMMERMAN .007	24	ARCO DZ
TERRY SCHMID	ZIMMERMAN	4.55	388	ZIMMERMAN McLAREN	MURA B	ZIMMERMAN .007	24	MURA B



PRO A CONSY

1	JOHN STEPHAN	4.65	93
2	MIKE STEUBE	4.69	91
3	JOHN CUKRAS	4.88	86
4	BILL STEUBE, JR.	4.69	85
5	DAVE GRANT	4.72	78
6	DAVE HOWARD	4.73	72
7	BERNIE ERTRACHTER	4.66	72
8	FRED HOOD	4.74	31

SEMI-PRO MAIN

1	FRED HOOD	4.74	439
2	TOM HANSEN	4.66	438
3	GENE HUSTING	4.80	424
4	JOHN STREET	4.88	401
5	BOB GREEN	4.84	388
6	HERB WADE	4.85	366
7	TOM EATHERLY	4.73	363
8	LYNN STOKEY	4.80	166

SEMI-PRO SEMI-MAIN

1	LYNN STOKEY	4.80	218
2	JOHN STREET	4.88	213
3	BOB GREEN	4.84	212
4	HERB WADE	4.85	206
5	SCOTT HENRY	4.88	204
6	RUSS AGUIRRE	4.89	100
7	STEVE MEYER	4.88	87
8	BOB BERNARD	5.02	38

PRO SEMI-MAIN

PLACE	NAME	E.T.	LAPS
1	KEN KESSIE	4.63	227
2	JOHN STEPHAN	4.65	226
3	LEE GILBERT	4.61	222
4	JOHN ANDERSON	4.63	213
5	MIKE KONDOR	4.62	204
6	MIKE STEUBE	4.69	165
7	MATT AZZARA	4.63	25
8	MIKE MORRISSEY	4.63	3

AMATEUR MAIN

1	DON ASPERSON	5.05	410
2	PAUL GOTSCH	4.85	392
3	BILL HARBIT	5.09	353
4	DON MEINBERG	5.02	350
5	RICK SHIG	5.07	302
6	DAVE OSBORNE	4.89	110
7	DICK FRANCIS	4.88	93
8	GARY SUMMERS	4.91	29

CHASSIS	FRONT TIRES	REAR TIRES	TIRE GOOP	GEARS AND RATIO	CONTROLLER	PICKUP
GILBERT	ASSOCIATED	ASSOCIATED	DART	COX 7-34	GORSKI	STEUBE
GILBERT	STEUBE	STEUBE	SPEIGHT	COX 7-34	GORSKI	STEUBE
KESSIE	REHCO	STEUBE	SPEIGHT	COX 7-34	HANSEN PARMA	STEUBE
GILBERT	ASSOCIATED	DYNAMIC	ZIMMERMAN	COX 7-34	PARMA	SIMCO
GILBERT	DYNAMIC	DYNAMIC	DART	COX 7-34	PARMA	CHAMPION
GILBERT	STEUBE	DYNAMIC	MOO 3	COX 7-34	PARMA	STEUBE
GILBERT	RIGGEN	ASSOCIATED	ZIMMERMAN	COX 7-34	PARMA	SIMCO
ZIMMERMAN	RIGGEN	ASSOCIATED	ZIMMERMAN	COX 7-34	PARMA	SIMCO



This easy-to-build, unusual custom is the off-spring of Monogram's "Beer Wagon" and "Space Buggy"

Every now and then it is a good idea to slow down and take it easy after you have just finished a really far-out custom model. After I have put in several hundred hours of work on a model, I like to build an easy to assemble model that doesn't take too long to build or is too complicated, but is still not just assembled from a kit. I call them my "fun cars," as that is what they are – fun to build.

Monogram's wild car series make it easy to build fun cars, as they are really far out to begin with. All you need to do is swap parts from one kit to another. For this particular model I also added turning wheels. It adds much to the overall looks of the model, and can be completed in two spare evenings. Two evenings are required to allow the epoxy to dry on the steering parts.

If you want to try a fun car, rush down to your favorite hobby center and purchase a Monogram Beer Wagon and a Monogram Space Buggy, and follow along. Or, make up your own fun car. Either way, you're in for several hours of enjoyable model building.

When attaching the pitman arm to the plastic block (representing the steering gear box), install a bolt and tighten it down. Install the pitman arm and secure it with another nut. This second nut must not be tightened down too much, as the pitman arm would not be able to turn. Attach the pitman arm and drag link to the steering block before installing the engine. When installing the engine, the front axle can not be in place, so attach the drag link to the spindle assembly only after the engine and front axle are in place.

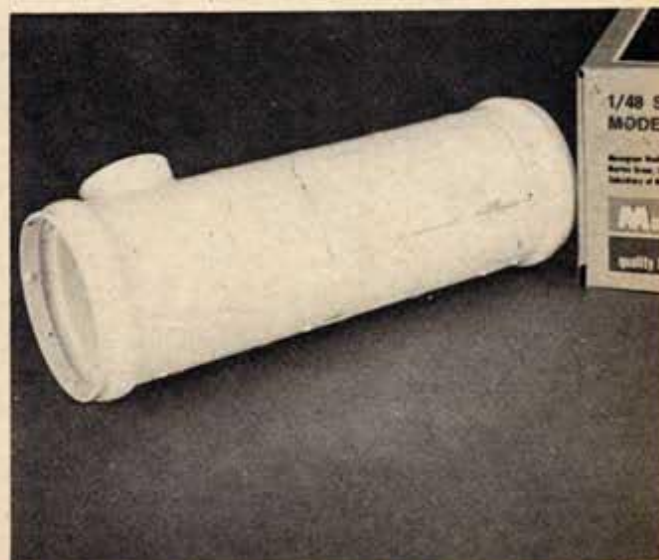
Notice, too, the angle of the spindle assembly. They need this angle to clear the tires. To get this angle correct, use the stock tie rod that is in the Monogram kit as a pattern. Also, the tie rod goes through the radius rods as shown in the picture.

If you are heavy into radical customizing, these fun cars can be like therapy. They should be assembled in a relaxed atmosphere, so put your favorite records on your stereo and start building.

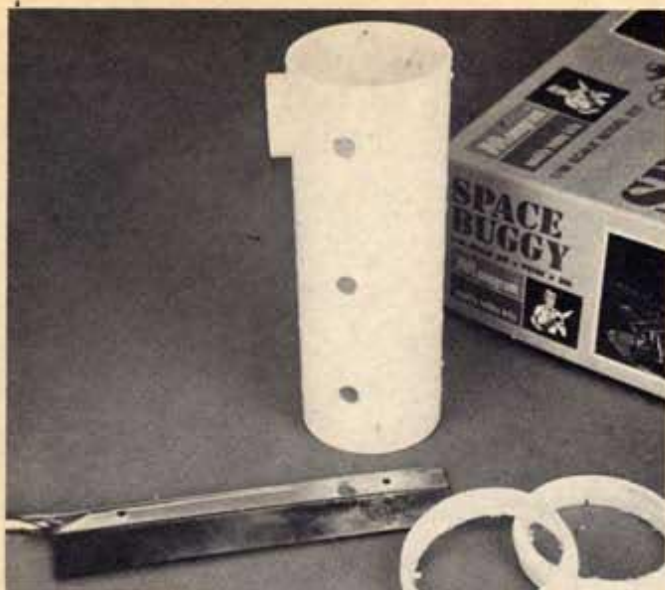
44/Model Car Science

HAPPY VALLEY HAULER

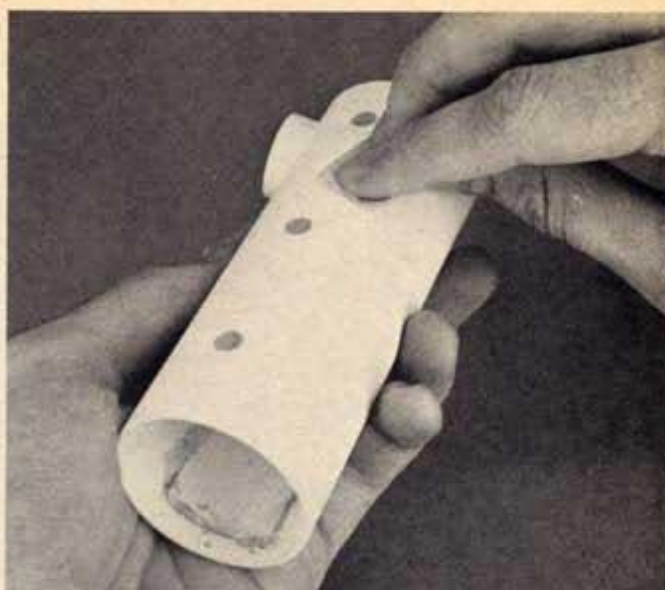
By Dennis Doty



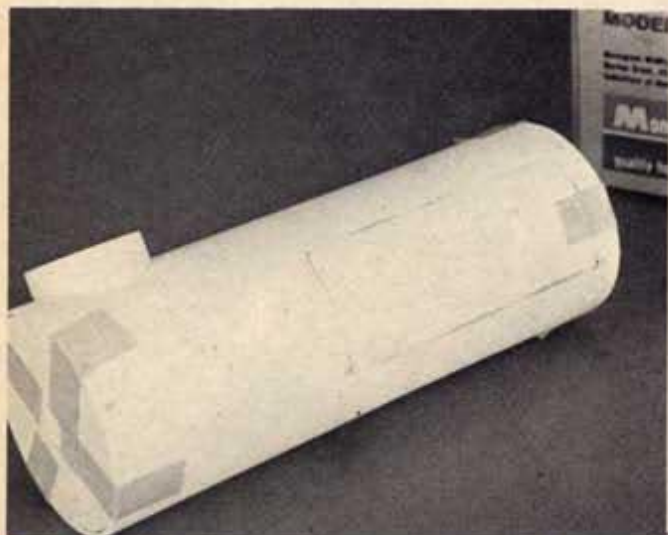
Glue the two-piece hull from Monogram's Space Buggy together. Also, add the windows and doors.



Shorten the hull by cutting the inflation rings from the hull.



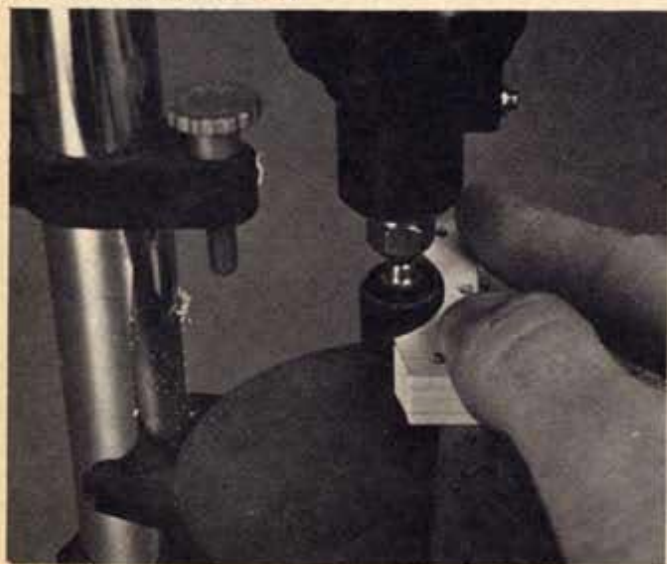
File or sand all the rivets and door hinges from the hull, and glue a piece of plastic over the globe hole.



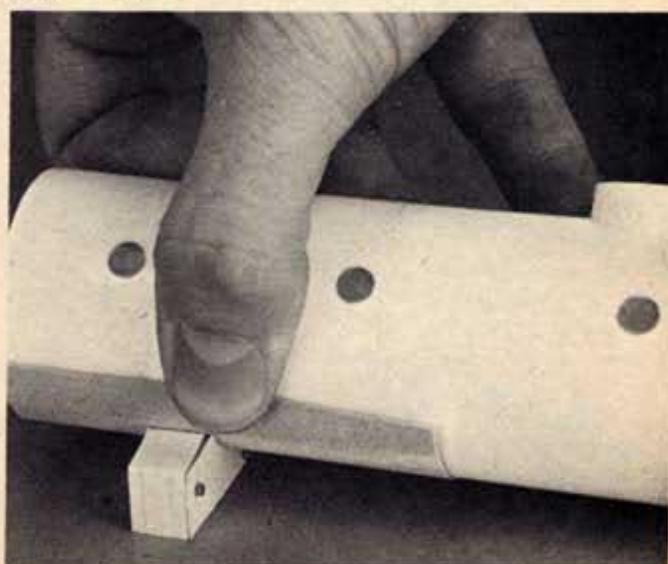
Glue the back tank end in place, and position from the front opening. Glue the front one in place, positioning it through the hatch opening.



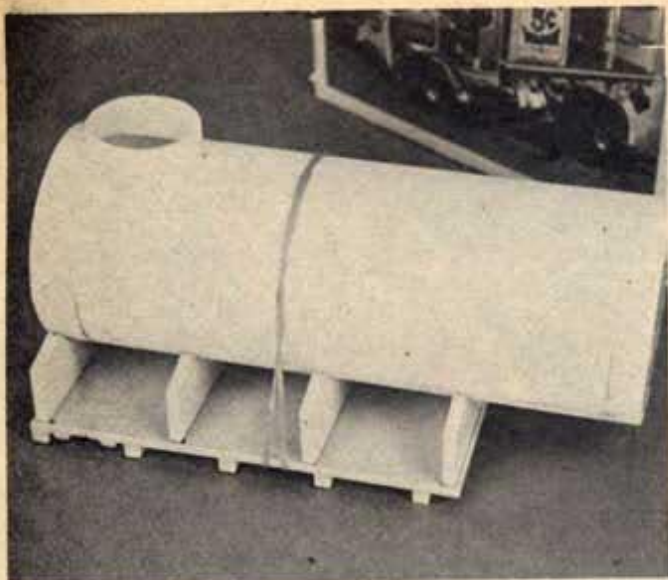
Cut four tank braces using the pattern. Drill $1/16$ " holes where indicated.



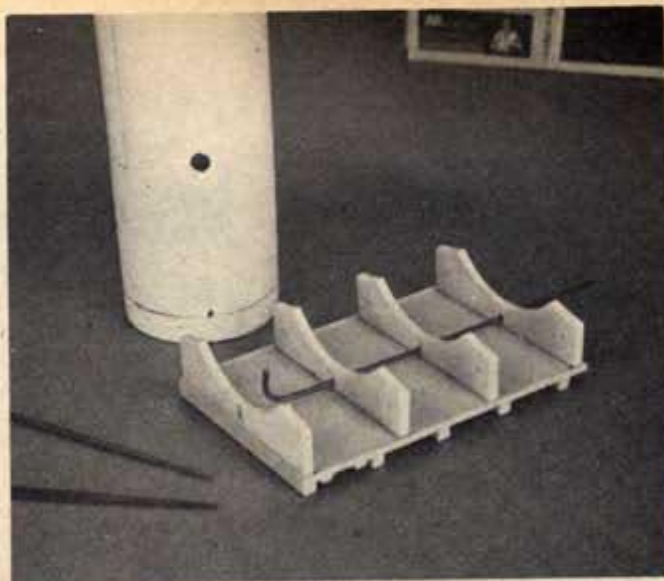
Bolt the four pieces together, then file, sand or use a Moto-Tool to shape them to near final size.



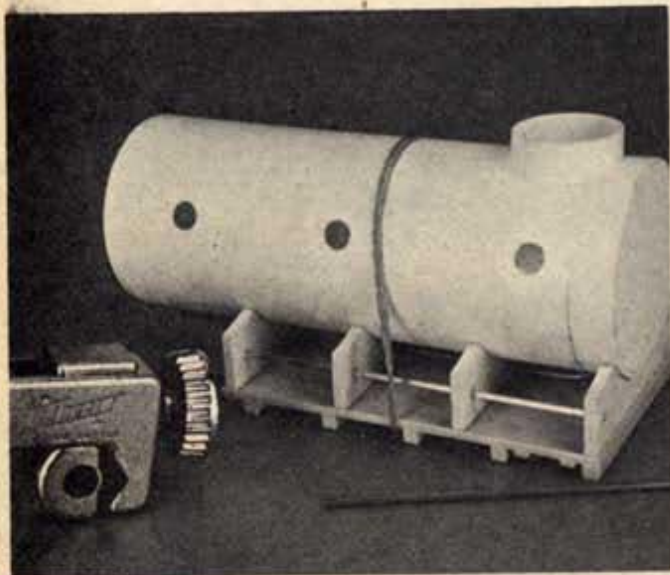
Wrap a piece of sandpaper around the tank and sand the braces to exact shape.



Glue the braces to the bed to cover up the holes for the stake side.



Bend a 1/16" brass rod as shown. File a slot in the back brace and drill a hole for it in the tank.



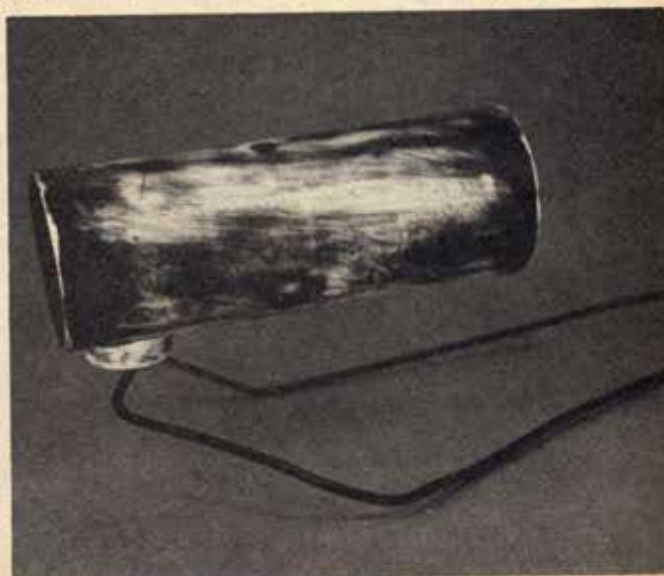
Tubing can be added to the outside as shown if desired.



Glue these cab parts from Monogram's Beer wagon together. Putty all seams.



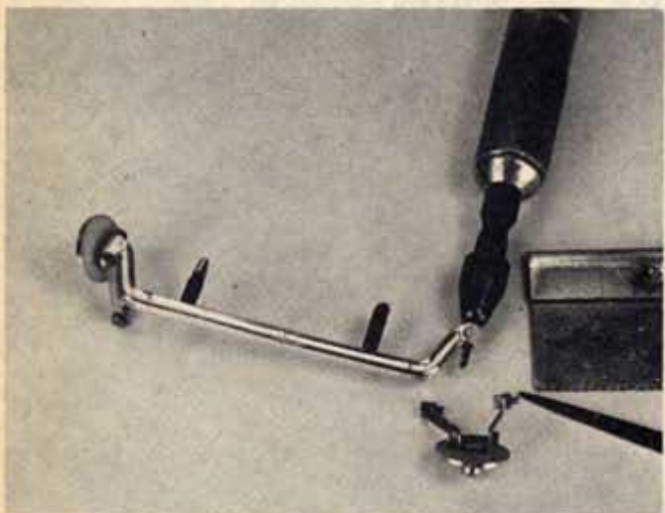
Putty any gaps in the cab and tank before applying the final coat of paint.



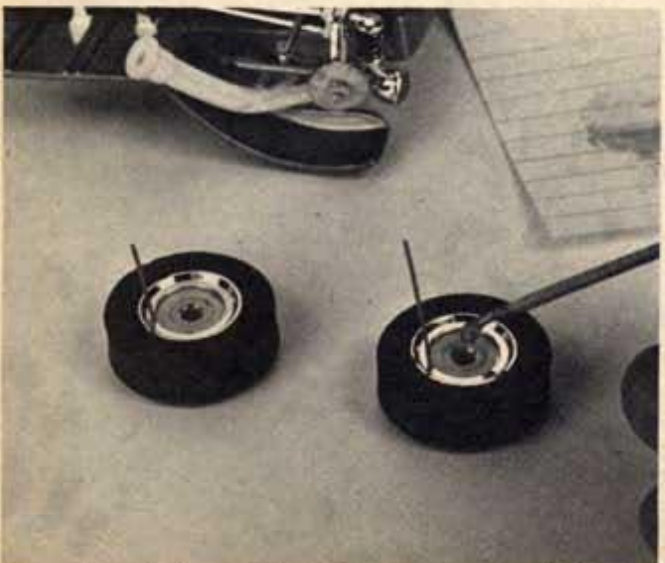
Secure the tank to a coat hanger with masking tape for painting.



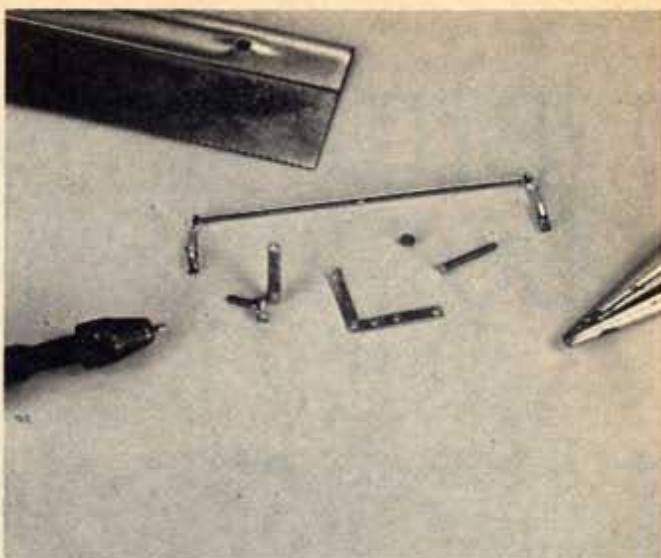
Run a piece of striping tape down the center of the bottom of the tank (use the hole as a guide). Use a file card to measure up $1\frac{1}{4}$ ", install another piece of tape as a guide for applying the lettering.



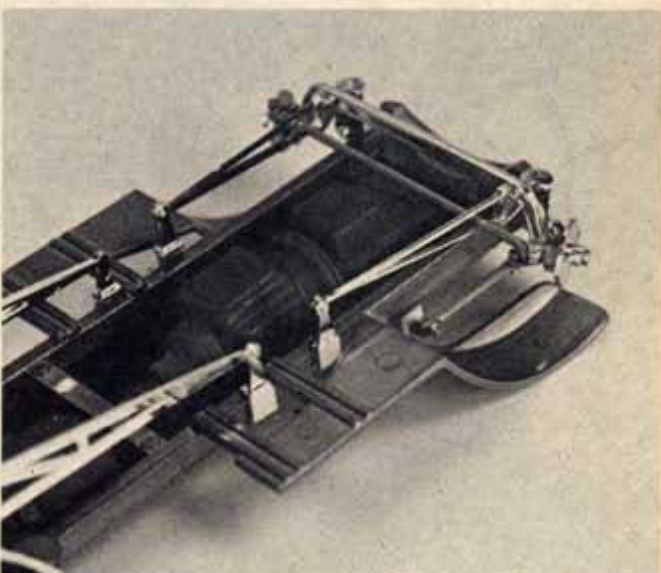
Cut the backing plates from the axle, drill holes in the axle for the spindle, and round the ends of the axle. Shorten the stock wagon's spindle $1/16$ " and drill a hole through them to attach it to the spindle.



Epoxy the wheels to the backing plate for strength. Apply a dab of epoxy on each nut to keep them in place.



Use sheet brass to make the basic spindle parts. Nearly file the head off two 00-90 bolts and bend the spindle (all holes are for 00-90 bolts).



Make a pitman arm and a drag link as shown. Make a tie rod out of $1/16$ " tubing same as the drag link.



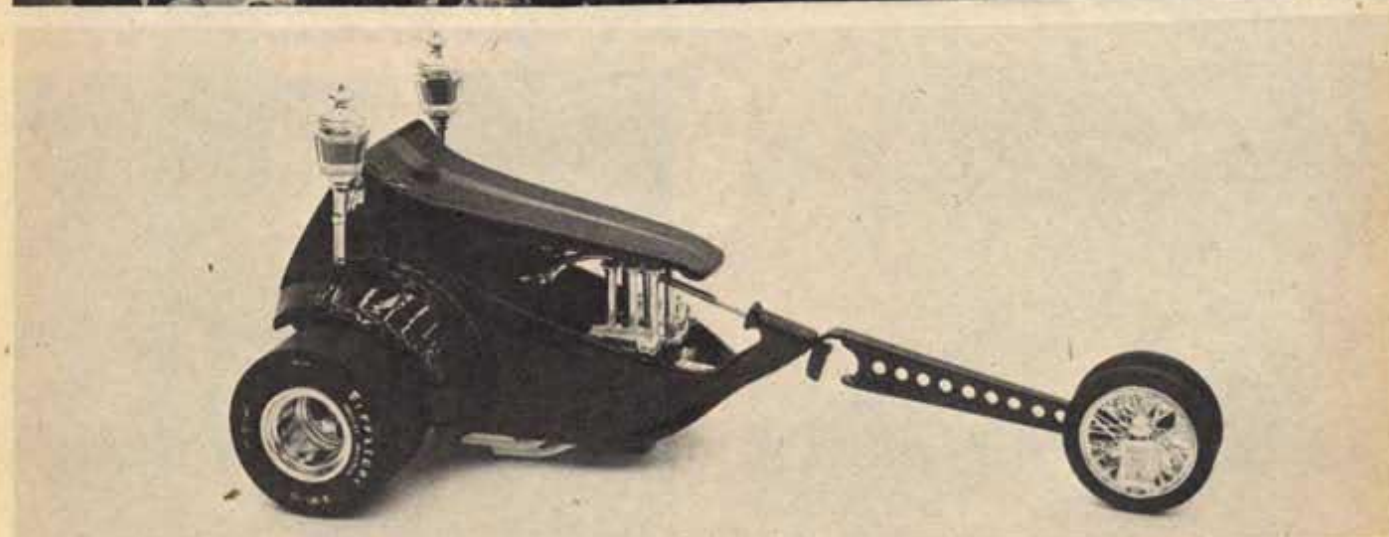
Attach the spigot to the long $1/16$ " brass rod with epoxy also.

MPC teamed with radio station WKNR to produce
this Detroit spectacular, the

BIGGEST CONTEST EVER!

What started as an average model car contest turned out to be the world's largest. Held at Detroit's "Autoworld," it was sponsored by Model Products Corporation and WKNR, a top Detroit radio station.

By Saturday afternoon the booth had multiplied several times in size, and 1,023 models had been entered. Many entries were brought in from Canada, and several came from as far away as Euclid, Ohio. The entrants ages ranged all the way from 4 years to 52 years old. Since the contest had expanded into such a terrific size, we also expanded the number of prizes. The overall winner received a Rupp mini-bike and a four foot trophy. There were also Auto World Gift certificates, Auto jackets, and caps, ISCA jackets, Stelber bicycles, and over 20 additional trophies.



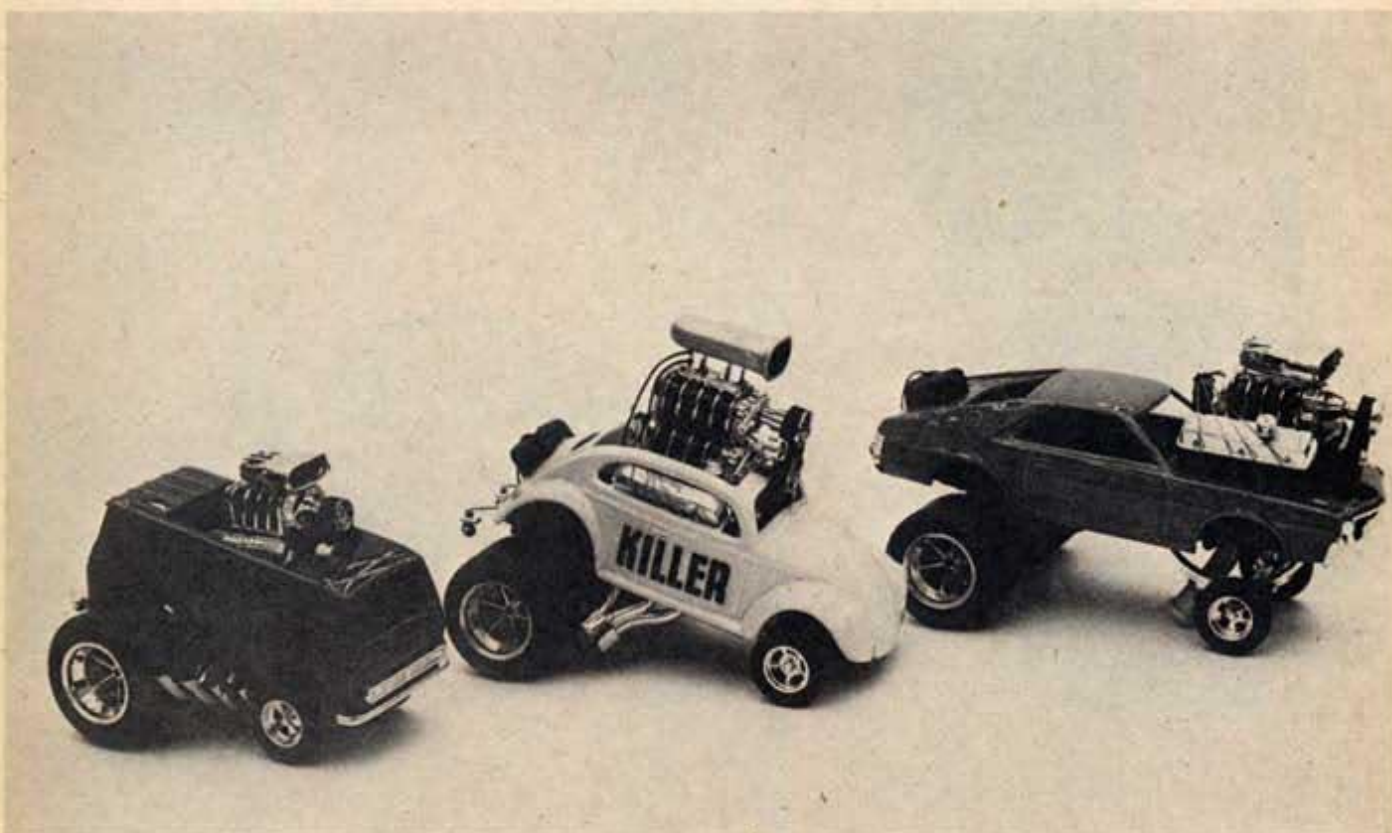
Best Handbuilt

Dennis Johnson
25180 Treadwell
Euclid, Ohio 44117
48/Model Car Science



Best Detail

Tim Boyd
2630 Patricia Ct.
Ann Arbor, Mich.



Originality

Dennis Johnson
25180 Treadwell Ave.
Euclid, Ohio



Best Paint

Kenneth Watson
17725 Beech Daly
Detroit, Mich.



Best Engine

Jon Stepleton
850 Menominee
Pontiac, Mich.



Best Undercarriage

Joe Smola
24964 Raven
East Detroit, Mich.
50/Model Car Science



Best Interior

John Worden
13649 Carlisle
Detroit, Mich.



**Adult-Wild
1st Place**

Jon Stepleton
850 Menominee
Pontiac, Mich.



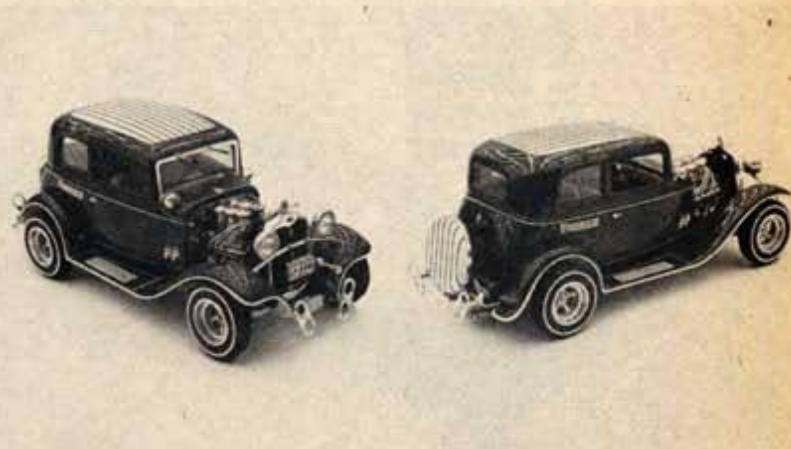
**Adult-Wild
2nd Place**

Dennis Johnson
25180 Treadwell
Euclid, Ohio



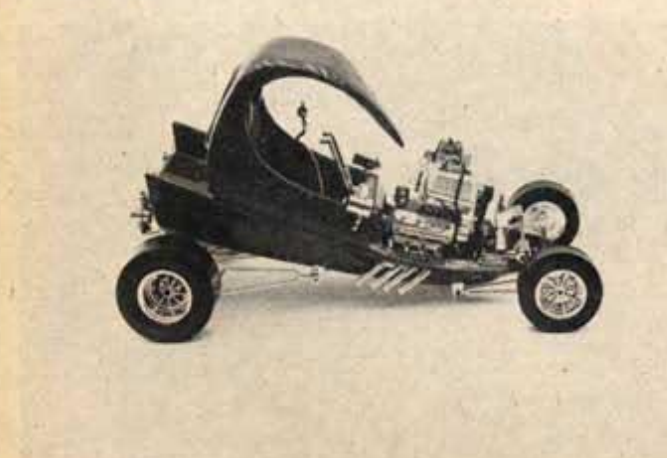
**Adult-Wild
3rd Place**

Gerald Turnbull
15932 Garfield
Detroit, Mich.



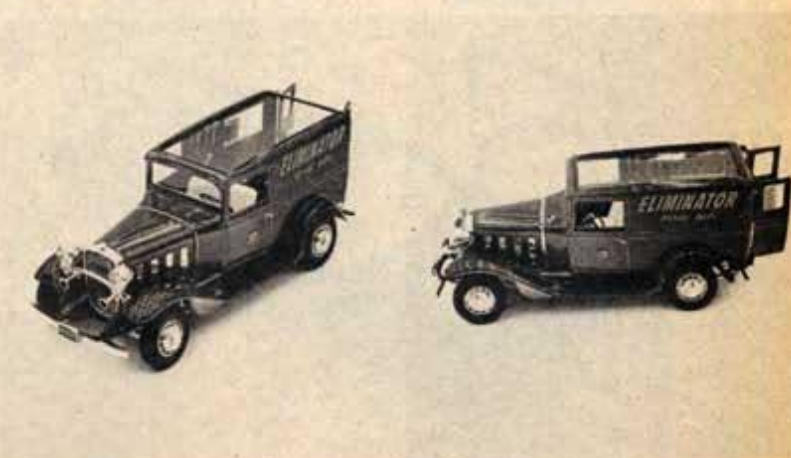
**Adult-Mild
1st Place**

Norbert Motura
18618 Justine St.
Detroit, Mich.



**Adult-Mild
2nd Place**

Gordon S. Ross
17375 Steel
Detroit, Mich.



**Adult-Mild
3rd Place**

Steve Druc
40065 Plymouth Rd.
Plymouth, Mich.



**Senior-Wild
1st Place**

Bill Habarth
14180 Cedar Grove
Detroit, Mich.



**Senior-Wild
2nd Place**

Brian Fitzgerald
129 W. Lafayette
Romeo, Mich.



**Senior-Wild
3rd Place**

Joel T. Root
8953 Laurence
Allen Park, Mich.



**Senior-Mild
1st Place**

Mon Lopez
1511 North Center
Flint, Mich.



**Senior-Mild
2nd Place**

Robert Wissinger
13656 Carlisle
Detroit, Mich.



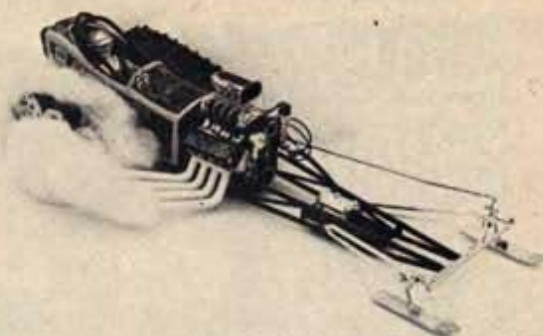
**Senior-Mild
3rd Place**

Mike Kotch
23442 Thornton
Mt. Clemens, Mich.



**Junior-Wild
1st Place**

Brian Maslowski
6452 Weddel
Taylor, Mich.



**Junior-Wild
2nd Place**

Tim Slezak
33451 Rayburn
Livonia, Mich.



**Junior-Wild
3rd Place**

Russell Cole
3161 East 17 Mile Rd.
Sterling Heights, Mich.



**Junior-Mild
1st Place**

Andy Mick
7846 Hillcrest
Westland, Mich.



**Junior-Mild
2nd Place**

Johnnie Truax
39271 Ferris
Mt. Clemens, Mich.



**Junior-Mild
3rd Place**

Don Damaske
32045 Wyoming
Livonia, Mich.

EAT YOUR HEART OUT, DETROIT!



Bruce Meyers, the man behind the Manx (world's most copied car) and the unique Tow'd, looks for other worlds to conquer after finishing the SR roadster.

JFK once quipped, to a roomful of Nobel Prize-winning Laureates: "I think this is the most extraordinary collection of talent...that has ever been gathered together at the White House — with the possible exception of when Thomas Jefferson dined alone." In a similar vein, Detroit contains the most extraordinary assemblage of auto designing talent ever gathered together — with the possible exception of when Bruce Meyers sits down alone at the drawing board.

If the comparison seems overdrawn, one has only to think of the style-setting Manx and the later unique Tow'd, both examples of the inspired vision which lives in Meyers' brain. Had those been the only two vehicles to come forth from this talented designer, he would own a secure place in design annals. But Bruce sat down once again at the drawing board and the result certainly equals — if not surpasses — the previous pair in its own right.

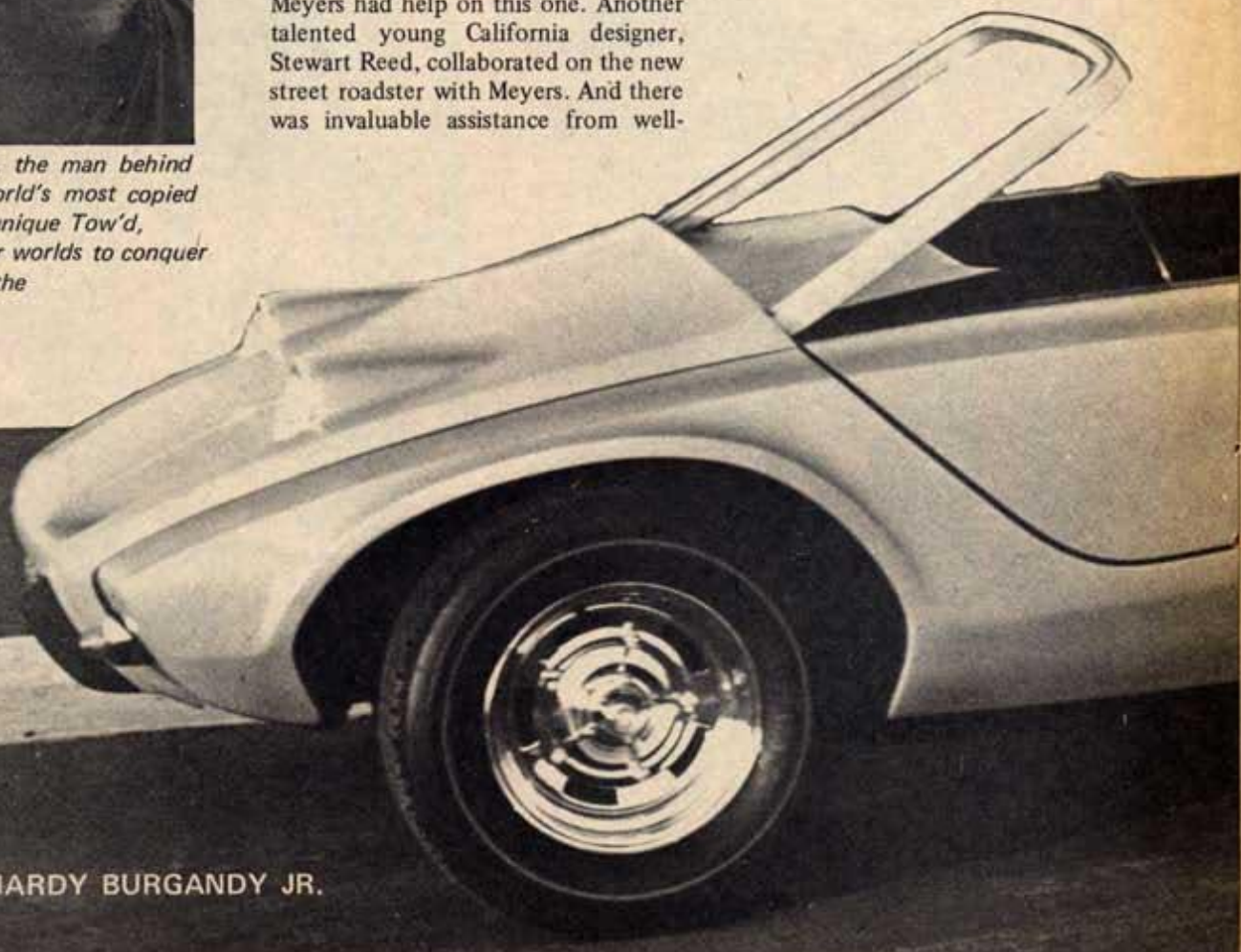
The Meyers SR, about to be put into production, is a "real car" as contrasted with the just-for-fun buggies. And to be honest about it, Meyers had help on this one. Another talented young California designer, Stewart Reed, collaborated on the new street roadster with Meyers. And there was invaluable assistance from well-

known racing smith Red Rose, an aluminum pounder and component shaper par excellence.

The SR initials stand "for whatever you want them to," Meyers says. It could be for "street racer" or "super roadster" or simply the senior product from the B. F. Meyers & Co. production line. But the finished car itself stands, looking for all the world like a very carefully shaped and sandpapered sculpture from a large piece of Ivory soap: 99 and 44/100ths per cent pure.

The SR is a kit car, purchased as 11 pieces of top quality fiberglass and the necessary hardware. It is designed to replace Manx bodies on shortened 80-in. wheelbase VW bellypans. There has been thought about producing a second, longer version to fit a standard uncut Volks chassis, but emphasis now is on producing the initial model. Target price for the car kit (not yet finally determined at this writing) is under \$900.

Meyers explains that, while the overall design appearance was settled very quickly, an overwhelming amount



BY HARDY BURGANDY JR.

of design effort went into the methods by which the separate pieces would fit together to create the whole. Two criteria were kept in mind: It had to be much more easily assembled than the typical GT-style kit car, and when finished it had to look like a single, solitary, one-piece automobile just like finished cars from the big manufacturers. Simple though they may sound, these overriding factors led to uncounted sleepless nights in the studio during the nearly two years of work before the SR was completed.

To achieve these goals, a great deal of design simplification was necessary. Where two mating surfaces join, they had to be shaped and placed where a rubber trim strip would go, hiding the screws or rivets that coupled the pieces. In other cases, a large component piece is clamped solidly in place by another portion bolting down over it. In some respects, the SR all fits together like a giant jigsaw puzzle, says Meyers.

The lower (forward?) edge of the steeply raked windshield, for example,

rests in the hooked edge of the deeply drawn instrument panel molding. That in turn rests on part of the underbody structure and chassis, all fastened in place, essentially, by the bolts holding the windshield frame.

The removeable section of the Targa-style top fits into brackets on the under side of the front hood. Both were shaped along similar contours so that, when carried there, the top section does not soak up any luggage space. Another interesting design simplification: The rear window is attached to the top and sides, but only rests on a rubber strip across the bottom. It was found that the glass was flexible enough to bow outward slightly at the bottom at speed, thereby providing the air ventilation outlet for the cockpit.

The entire Targa-style top can be removed (the rear deck lid essentially holds it in place) to make an entirely open roadster of the SR. Inside the engine compartment, there is an excess of room to locate the battery or tool kits or other equipment. And unlike

the Manx, the initial design was drawn up to keep the fuel filler pipe in stock VW tanks untouched; the tank is just reversed in its normal mountings and the filler pipe remains inside the trunk.

Perhaps the most interesting portion of the SR design is the doors. "If you think of them as doors," Meyers says, "then you've got all sorts of problems. But if you consider them to be side curtains — but side curtains made of fiberglass — then you've got all sorts of solutions."

They were designed to pivot upward from the upper leading edge, rather than swing outward. Partially



WHEN BRUCE MEYERS SITS DOWN TO DESIGN
AUTOMOTIVE STYLES ARE SURELY SET

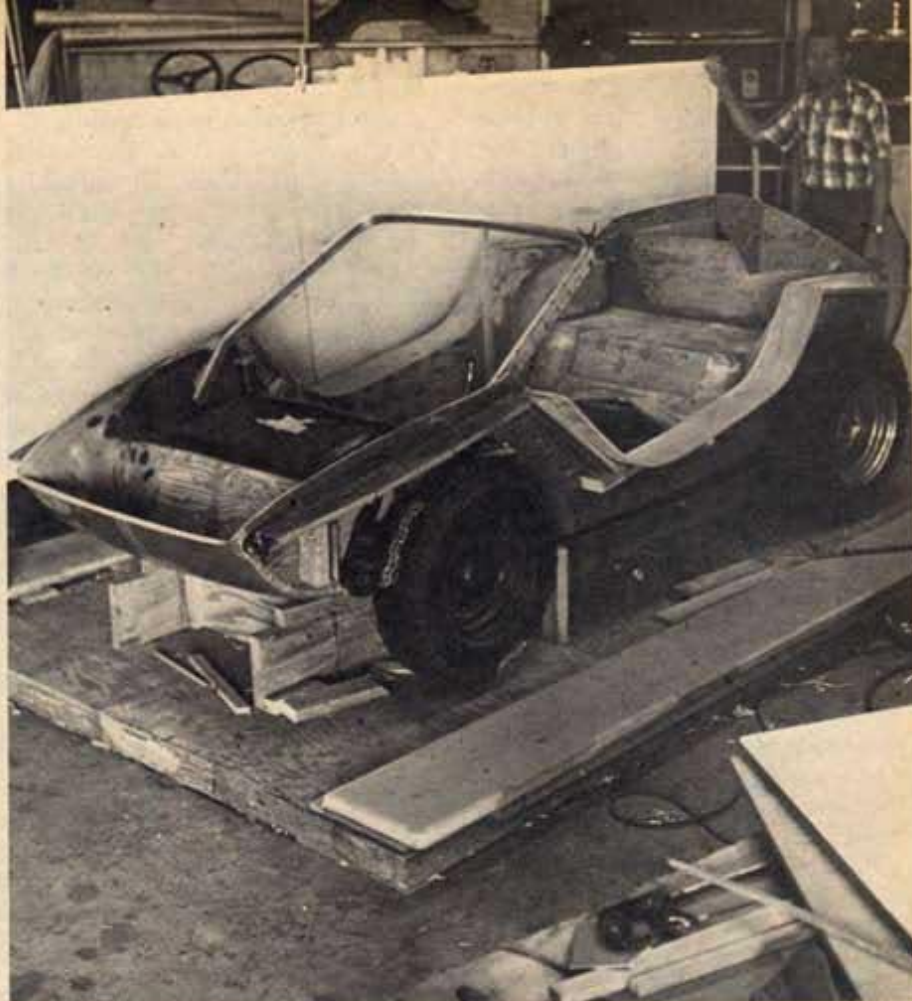


this was necessary because of the steeply raked windshield: To seal the front quarter section of the side glass area against drafts and rain, permanent plexiglass sections are fixed to the door/curtain. The upper edge is shaped to hook into the channel around the face of the windshield frame. The rest of the side window area is closed off by simple snap in curtains, which are carried inside the door cavities when not in place.

Several methods of hinging have been tried, but a simple strap hinge (suitably chrome plated, of course) appears to be the favorite. This can have a built in rear view mirror to add to the custom touch of the finished car. Meyers also has investigated a simple swing-out arrangement for the doors, but since it would require an initial lift on the door panel (to unhook the front quarter windows from the windshield) he doubts if it would be acceptable to many owners.

The SR is definitely a two-passenger car, though there is a generous area behind the seats where the spare tire rides. If a buyer/builder opts for one of the buggy racer's 12-in. spares, he could achieve more room and possibly manage a jump seat arrangement. In front of the driver, Meyers lavished a great deal of attention on the instrument panel blank. It is extremely generous, capable of holding a half dozen 6-in. dials across its face.

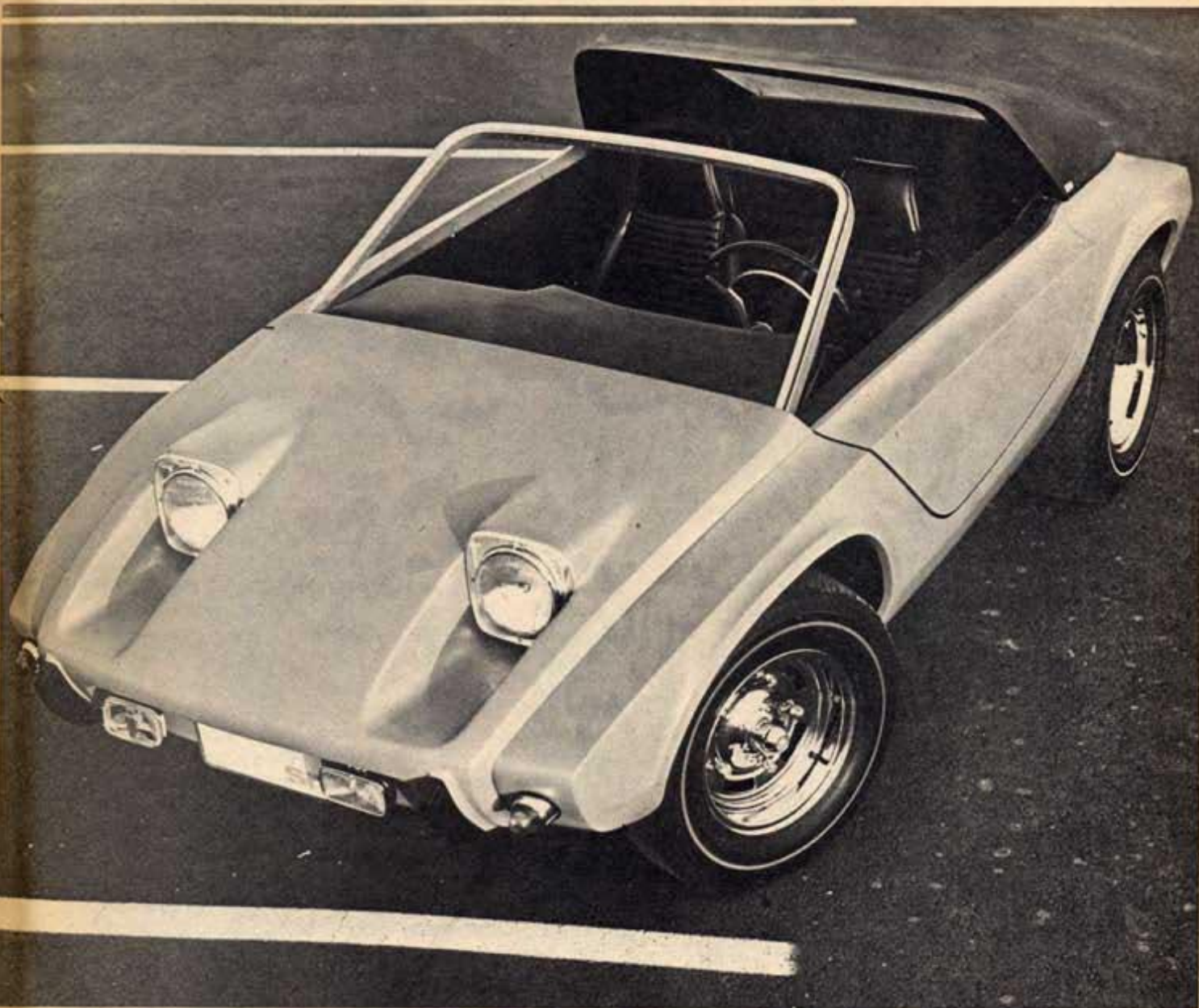
With Detroit focusing so much attention upon its so-called mini-cars, and with the first one shown to be such a styling disaster, it would seem some automaker would have the inspiration to hire Bruce Meyers to sit alone at the drawing board to do the job as it should be. But Meyers wouldn't go for that. There still would be echelons of approvals to wade through to get something out of the big plants. Even with a couple of helpers, one thing is for certain: Meyers' cars are not designed by committee, and that's why they come off with such impact.



Wooden buck takes shape early in design period. Basic part of the 11-piece body is a bathtub-like sub-structure vaguely like a Manx.



Pivot-up doors are tried on early buck by design assistant Stewart Reed. Meyers' entire design studio is little larger than GM Styling's men's room.



From some angles, Meyers SR has a mean and brutal appearance like a Can-Am racer. Smooth, uninterrupted body lines was one design goal.



Targa-style top has removeable center section, stowed under hood. Crude airflow tests proved cockpit would be draft-free with top off.



Crisply tailored shape on an agile, maneuverable 80-in. wheelbase means a lot of style for the kit car buyer/builder wanting something different.

HERE COMES BRONSON

By Robert Schleicher



MPC's 1/8 scale version of the famous TV bike can be modified to a "chopper," easily and inexpensively

If really fast wheeled machinery tickles your fancy, the Harley Davidson "Sportster" motorcycle is one of your type of things. A bit of background: The majority of the vee twin-cylinder motorcycles you see are the Harley Police-and-parade "FL" model 74 cubic inch displacement versions.

The 55 cubic inch "Sportster" is far more the type of motorcycle (if we are comparing factory-production machines) most of you would want. The comparison is much like comparing a Cadillac hearse with a Pontiac GTO. That FL Harley must tote around an extra 25 percent of its weight in lead batteries and electrical police-profession gear. You can now imply, of course, that the motorcycle TV rider Bronson prefers is a "Sportster" Harley Davidson.

MPC's model is only 1/8 the size of the true-to-TV Bronson bike. That's large enough to include such nice little details like tire valve stems, brake stoplight switches, individually-molded spark plugs, and on and on. It's a giant model and a most satisfying project to point at as one of those that you did yourself.

The kit includes virtually every modification that the studios selected as appropriate for Bronson's own machine. The tank decal, engine timing and primary gear covers, seat, "sissy bar," and front fender are all special "custom" items not included on Harley's stock "Sportster." With only a bit of bother, the basically-Bronson parts can be used to make a far more mystical "chopper"-style custom 'cycle. We needed only a few lengths of K&S nickel plated brass tubing (1/32", 1/16", and 5/32" outside diameter) to complete the even more customized version of this custom.

You true-to-life "chopper" fans will recognize that we could have gone much, much, further with our customizing ideas. The front forks of these full-size show 'cycles are often even longer than the lengthened forks on our model. The exhaust system could have been altered and/or upswept, and a far smaller fuel tank could have been faired and leaded into the top of the frame. You could even use much longer or shorter tubing than we used to alter the front forks and to replace the model's rear spring/shocks.

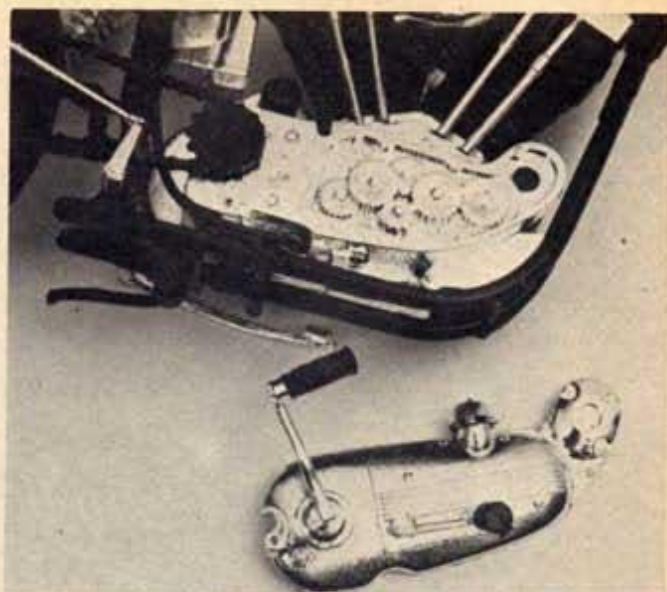
Unless you're just terribly hung up on Bronson's bike, this new MPC motorcycle kit seems to us to be one of those rare kits that are just too exciting, in the custom changes that they suggest, to build box stock.



A few lengths of nickel plated brass tubing can convert MPC's "Bronson" Harley Davidson Sportster into a "chopper."



MPC's 1/8 scale kit builds this version of the Sportster with bedrolls, custom front fender, "sissy bar," and decals.



Timing case on model is removable to show off exact copy of real machine's timing gear train. Cover is customized.



Left engine cover is also removable to display molded-in primary chain, gears and clutch assembly. Kickstand operates.



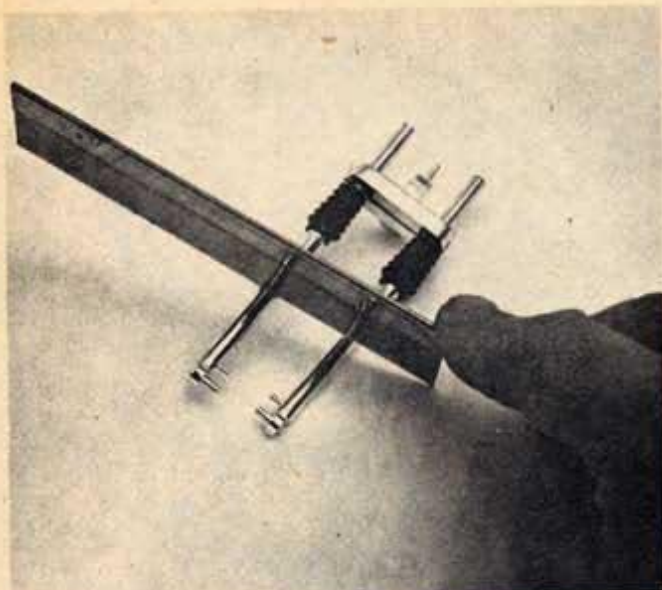
Speedometer and tachometer are jewel-like models complete with readable numbers and letters about as big as a pin head.



Assembly of stock kit is far simpler than complex appearance would indicate. A few clothespins will yield stronger joints.



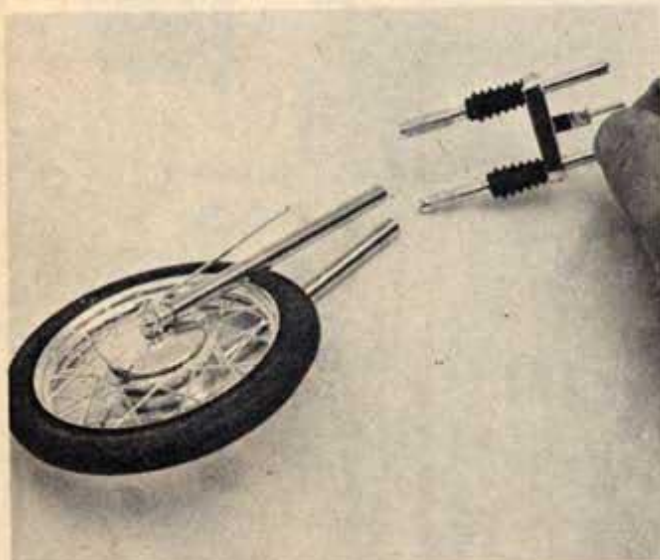
The various sub-assemblies in the photo should be glued tightly and allowed to dry overnight before final assembly.



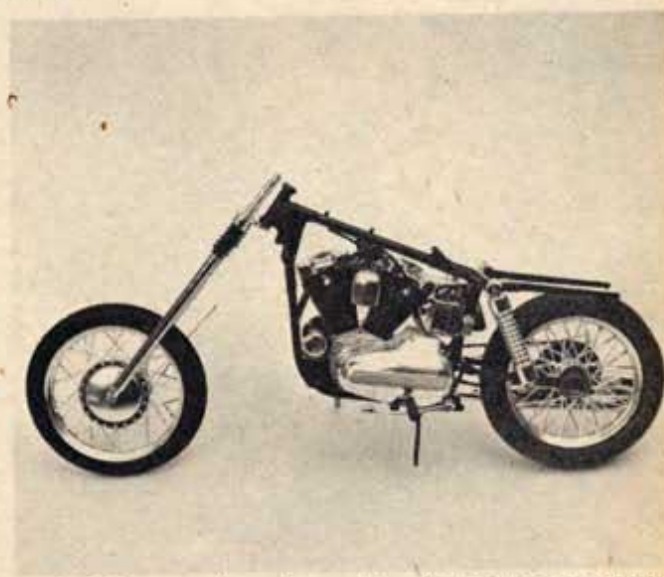
Forks in kit are stock length. For the chopper-style extended versions, cut both legs in half with a razor saw.



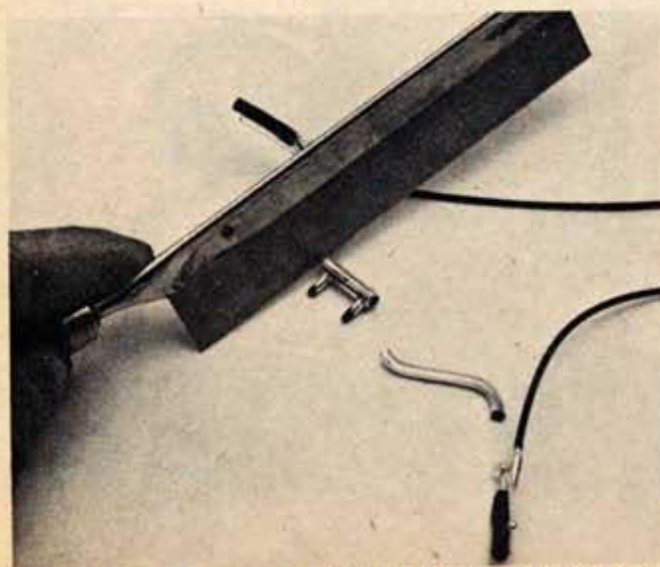
Wrap about three turns of Scotch Magic Tape around each fork leg to make them a tight fit inside 5/32" O.D. brass tubing.



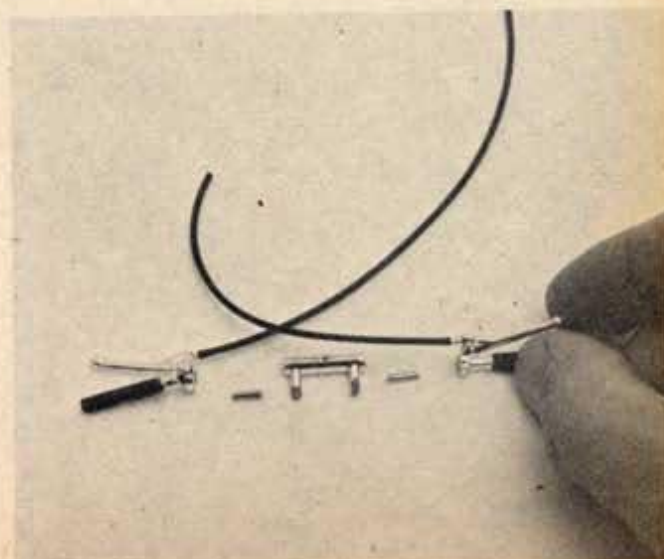
Fork extensions can be as long as you want them. Ours are about two-inches. Press over lower fork legs, then tops.



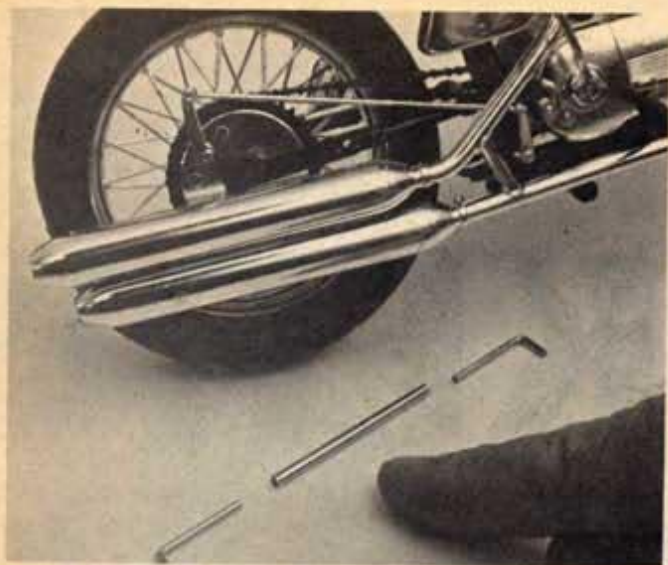
Simple fork extensions do most to give the model the look of the customized street-rider's chopper.



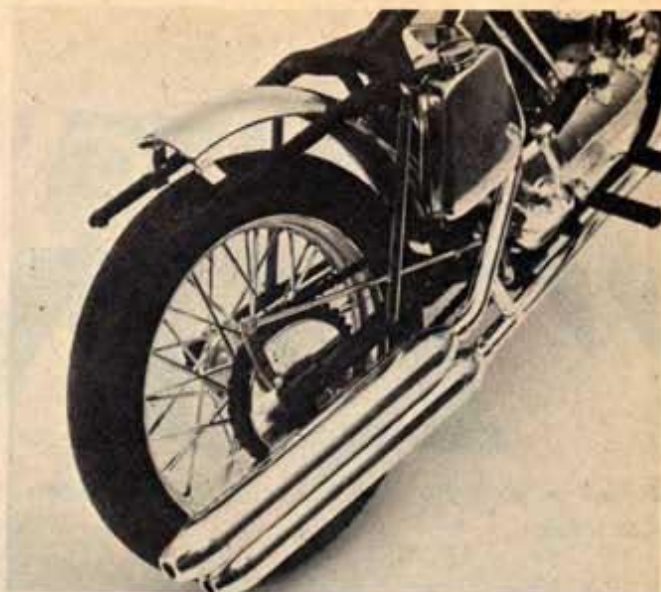
High-riser handlebars are comfortable for the rider, but very unstylish on a real chopper. Cut off ends and center.



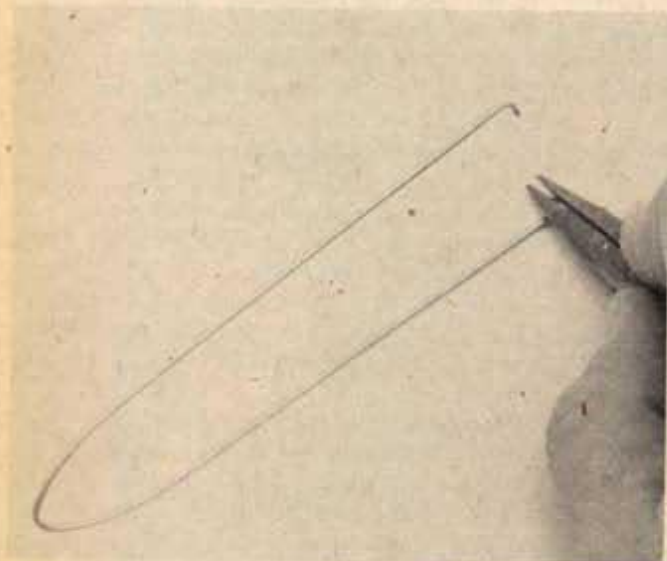
Drill the ends of the handlebar's grips and center section with a 1/32" drill bit. Use 1/32" brass tube to join parts.



Many choppers replace the rear shock/springs with solid bars. Ours are 1/32" and 1/16" brass tube. Drill frame 1/32".



Brass tube shock replacements glue into holes to lower the rear of the machine about 1/8". Front fender shown.



A taller sissy bar can be bent from 1/32" nickel plated brass tube also. Shape and size can suit your own ideas.



When gluing on the top fork crown, the machine should be supported to keep the weight off the front wheel.



Stock headlight (less its shell) and tail light are used. Front fender braces are cut to adapt it to rear. Balance is stock.



"ZONKER"

Revell motorcycle model contest winner chosen in Las Vegas

LAS VEGAS, NEVADA. The electric aura of Nevada's neon shrine shimmered and glowed as America's finest motorcycle models made the scene... street scramblers, trail bosses, sleek drag and full race machines, show stoppers, trippy trikes, and kings of the custom circuit... all trying to win a truly fantastic grand prize — a trip for three to Japan for a tour of the Yamaha factory (and a chance to visit EXPO 70!). America's first nation-wide motorcycle modeling contest was under way!

It all began back in 1969 when Yamaha International invited motorcycle modelers and enthusiasts to "Build Yourself a Trip to Japan," using Revell's new 1/8 Scale model of the Yamaha 350 Grand Prix. The rules were simple... keep the Yamaha frame and engine intact... then, FREAK OUT! The only limit was the imagination of the model builder.

At the semi-final stages of the contest, all models were delivered by their builders to local Yamaha dealers across the land. Here the wheat was gleaned from the chaff, and the winning bike models were then hand-carried by dealers to the place of final judgement, Las Vegas' plush New Frontier Hotel.

An overflow crowd of over 2300 Yamaha dealers, employees, families and guests arrived in Tinseltown to attend the gala Yamaha 10th Anniversary Sales Seminar, which featured sky-high flying Yamahas, AND the all-important motorcycle model judging.

On hand to serve as judges were Don Ernst, Revell Product Planning Manager for Motorcycles and Cars, and Bob Paeth of Revell's Advance Development Department.

Both judges were enthusiastic about the fine quality of the models and the fact that all models arrived in near perfect condition.

"Evidently more and more modelers are becoming aware," stated Mr. Ernst, "of such innovative packing techniques as the use of popcorn to cushion the model during shipping."

"However, one shouldn't forget to pop the corn," added Mr. Paeth, referring to one model which arrived in a rattling box of hard corn kernels.

Judging in this first really nationwide motorcycle modeling contest was close and the winning bike needed to be not only unique in visual design, but functionally coherent as well.

Emerging victorious was Joe Walters' lucky No. 7 screaming "ZONKER," a Yamaha 350 1/2 miler. Joe's brass

and balsa wood appointed racer was first entered at BSA Motorcycle Sales, of Lubbock, Texas. Winnig there, "ZONKER" was brought to Las Vegas for its ultimate triumph (no pun intended). Builder Joe, along with two people of his choice, will soon be leaving for Japan and his tour of the Yamaha International manufacturing facility.

A close second was Don Frank of Mission, Kansas, whose realistic 350 featured machine lathed aluminum mufflers, instruments and head lights, and came in its own individual display case. Don's dandy, entered through Jo Co Motors, of Overland Park, Kansas, garnered him a brand new Revell Nassau Hi-Banked Home Raceway Set, valued at \$65.00.

Looking ready to pop a wheelie at any moment was Skokie, Illinois resident Philip S. Becker's third place winner, chopper-equipped with extended front, high-rise handle bars, sissy bar, hand pin-striping, and a buttoned solo seat. Sponsored by Yamaha North of Chicago, Illinois, Phil's Skokie chopper was good for a \$40.00 Revell Grand Prix Home Raceway Set.

The contest's most unique entry rickshawed away with fourth prize plus a lot of oohs and aahs. Aptly named the "Yokohama Yamaha," this trippy trike truly lived up to its moniker, featuring a Jinrickshaw styled "T" body, Dragon sculptured gas tank, hand-sewn diamond tuft seat, and custom bamboo forks. This Oriental Express rolled away with a \$25.00 N Gauge Electric Train Set from Revell.

No less than four fine models deadlocked for fifth. These were built by Edwin Gray of Oxford, Pennsylvania, Glen Sakaguchi of Gardena, California, Alan Brown of Marina del Rey, California, and Al Baker of Oshkosh, Minnesota. Each of these contestants will receive \$15.00 worth of Revell motorcycle kits with which to continue their worthy hobbies.

All in all, Yamaha dealers in attendance agreed that the Yamaha/Revell Modeling Contest was one of the most successful ever in terms of building store traffic and generating excitement for both the sport of motorcycle riding and the hobby of motorcycle kit building.

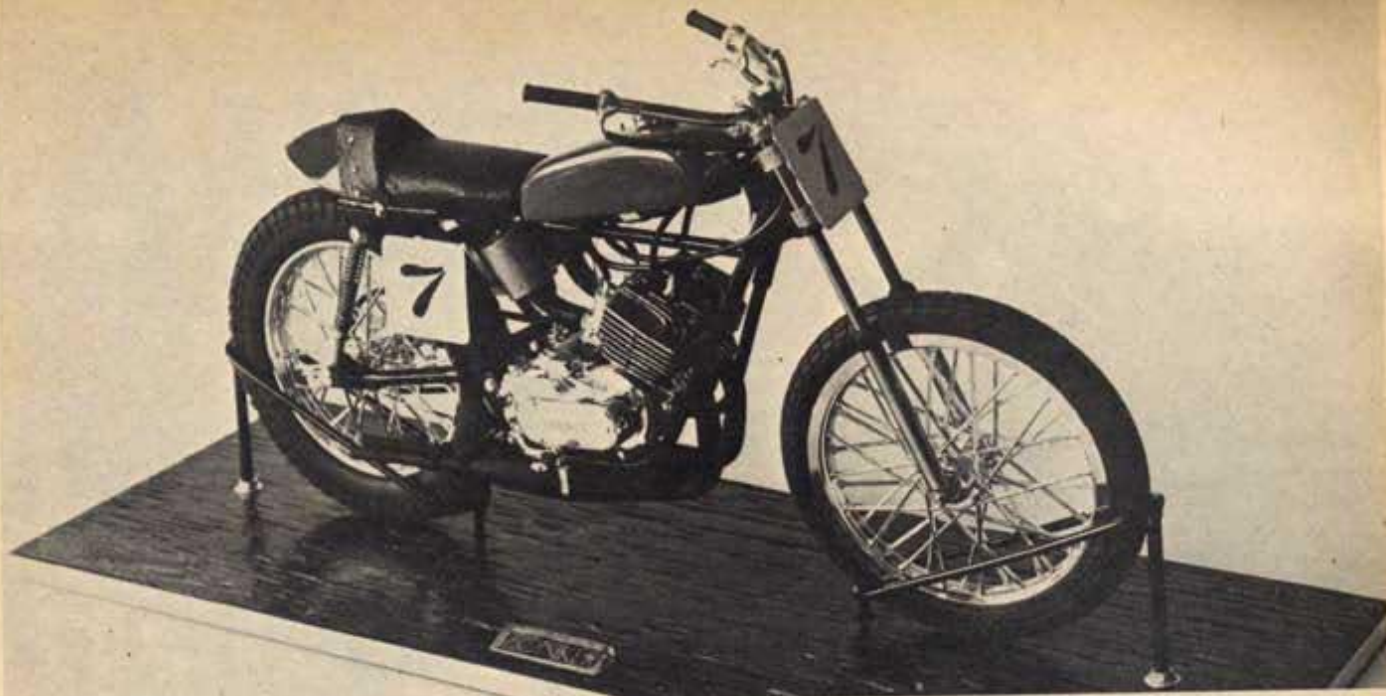
There is no denying the enthusiasm afoot for more and better motorcycle kits, as evidenced by the thundering ovation given Don Ernst when he unveiled Revell's new model of the Yamaha Scrambler 350, due for release in early March.

Meanwhile, Joe Walters of Lubbock, Texas, "ZONKER" builder extraordinaire, winner of America's first nationwide motorcycle model building contest, and now world traveler, is really itching for a chance to test-ride some of those new Yamahas.

By Joe Hartnett



Contest Judge Bob Paeth of Revell's Advance Development Department, Motorcycles and Cars, figures Joe Walters' "ZONKER" has completely "zonked" the competition and is the top bike model in the Yamaha/Revell Contest.

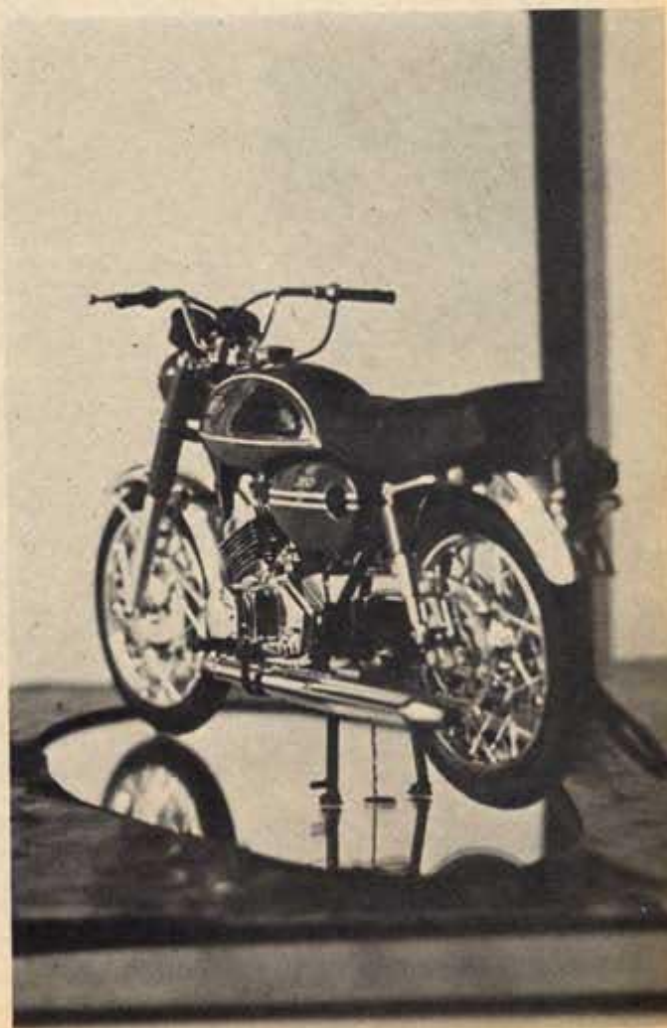


Taking the grand prize in the Yamaha/Revell Contest was Joe Walters' "ZONKER," a Yamaha 350 1/2 miler. This Lone Star entry from Lubbock, Texas features 7" fork travel, K & N air filters, spool hubs, seat, gas tank, air cleaner and expansion chambers – all designed and hand crafted from brass and balsa wood. Even taking a second look, it's tough to tell whether "ZONKER" is a model or the real thing.

This realistic 350, entered by Don Frank of Mission, Kansas, came in a close second. Don's craftsmanship included machine lathed aluminum mufflers, instruments, and head and tail lights, with all nuts and bolts painted to resemble metal.



A Yamaha Chopper? That's right! Philip S. Becker of Skokie, Illinois, equipped his third prize winning chopper model with extended front fork, deleted front brake, high-rise handle bars, chopper gas tank, custom air cleaners, oil tank window, and shock absorbers, hand pin-striping, sissy bar, over-sized rear tire, custom drag exhaust, and topped off with a pleated, buttoned solo seat.



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